



RESTART

*The Quarterly Bulletin of
the Classic Trials World*



The official newsletter
of the Association of
Classic Trials Clubs
Volume No: 10

Issue 2, June 1999

ACTC Council Officers

President:	Roger Pole
Vice Presidents:	Alan Foster Martin Halliday John West Simon Woodall Anne Templeton
Chairman:	David Alderson
Vice Chairman:	Simon Woodall
Secretary:	Gerald BurrIDGE
Treasurer:	Barbara Selkirk
Championship Secretary:	Giles Greenslade
Championship Monitor	Andy Webb
Rights of Way Officer	Andrew Brown

Advertising Rates

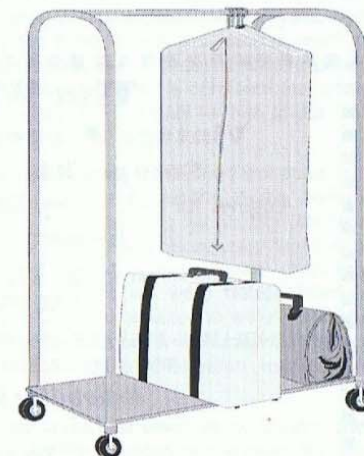
Inside	
Half Page	1 Issue £12.50 2 Issues £17.50 3 Issues £22.50 4 Issues £25.50
Full Page	Double the above
Inside Cover	
Half Page	4 Issues £50
Full Page	4 Issues £100

All rates payable in advance
All income supports the publication of Restart.

The opinions expressed by contributors and advertisers are not necessarily shared by the editor.

CONTENTS

Secretary's Page	3
Chairman's Comment	4
The Torbay Trial	7
The End to End Trial	13
The Lands End Trial	17
From the Archives	23
The March Hare Trial	27
Market Place	32
Type 4 Beetle Engines	33
Letters	35
I'm sorry I don't play golf	37
Championship Chat	42
Championship Tables	43
Forthcoming Events	48



Holiday Time

Cover photographs :

Giles Greenslade 1998 Crackington Cup winner
Adrian Dommett 1998 Wheelspin Trophy winner
Buster Griffin 1998 Pouncy Trophy winner

(All Photographs by: Derek Hibbert)

EDITORIAL

ACTC council gave the go ahead for the website at the recent council meeting. It will be published in the next few weeks and hosted by the UK Motorsports Index. This will give the site a high profile and a guaranteed bandwidth for faster downloading. The URL will probably be <http://www.ukmotorsports.com/ACTC/>

The site includes a complete guide to the ACTC and taking part in classic trials, current championship tables, club details and selected articles from Restart. There is a photograph gallery and any exciting photos would be appreciated. Keep a look out on <http://www.ukmotorsports.com> in the next few weeks for the launch.

This copy of Restart will be my first to be totally electronically produced. Hope it looks OK when you see it.....

Editor: Pat Toulmin
4, Briery Lands
Heath End
Snitterfield
Stratford on Avon
CV37 0PP

Assistant Editor: Dennis Greenslade
Lanner Mill
Saint Allen
Truro
TR4 9AX

Tel: 01789 731332
Fax: 01789 730082
Email: ptoulmin@motorcars.free-online.co.uk

Tim Whellock **Vintage & Sports Car Services** **Competition Preparation**

Engines for trials, racing, hill-climbs, safety cut-out switches,
fire extinguisher installation

ACTC CRACKINGTON CUP WINNER
MCC TRIPLE AWARD

WHY NOT LET US APPLY OUR CHAMPIONSHIP WINNING PREPARATION SKILLS
TO YOUR CAR. ALL CLASSES CATERED FOR.

Reliability brings Success

Tim Whellock
Littlecombe Garage, Chaffcombe Road, Chard, Somerset TA20 1RR
Tel/Fax 01460 66434

SECT'S PAGE

Notes from Gerald Burridge



These notes were prepared in haste during the evening after our Council Meeting held on Sunday 16th May in order to reconcile an early departure tomorrow to Portugal, (no! – work!) with our Editor's copy deadline. On the appointed day some 27 of us found The Portcullis at Tormarton, including representatives from 13 member clubs, to deal with the various items of ACTC business.

Before the meeting started David Alderson asked for a short period of contemplation in memory of Geoff Margetts who had recently succumbed to his serious heart problems. An old friend of many triallists, Geoff will be sadly missed. Our thoughts at this time are with Mary, who has also endured more than her fair share of health problems in recent years. Looking through my several pages of notes, I will cover a few items of general interest to bring you up to date. If you want to find out what else we covered in half a day's work – ask your club delegate!

Andrew Brown once again demonstrated the maxim "if you want another job done – ask a busy person" by volunteering to take on some PR work. He has already shown a flair for this job by producing some valuable display material for our stand at last November's NEC show. Now he is going to do it officially for this year's event. Barbara Selkirk made it clear that she has now taken a firm grasp of ACTC finances following the decisions taken at last year's AGM. She presented ample data on our Budget/Forecast/Actual expenditures; the gist of which is that we are in a marginally "positive" position, albeit quite a long way from being comfortable. One of the important items on our Spring Agenda is to agree the trials dates for next year, and, as usual, not everything is obvious or easy for 2000. There are various conflicts caused by shooting seasons, landowner preferences, the "moveable" Easter period and so on. My notes get a bit confused at this point, but Giles is confident that some of the affected clubs have generously offered sufficient flexibility for him to put it all together.

Andy Webb reported on the scrutineering control system implemented last autumn; it is generally working satisfactorily and achieving the desired results. Again, being a busy person, he also gave us a comprehensive report wearing his Quality Monitor's hat. No serious deficiencies were recorded, but we all share his concern that two of our traditional trials have not run this year and hope that the relevant clubs can recover their positions next year. On similar subjects we were disappointed to receive a letter of resignation from the Newquay Club, but pleased to welcome a new delegate from the 750 Motor Club. This organisation is about to celebrate 60 years of existence, and will be inviting ACTC competitors to a celebration weekend at Silverstone on 14/15th August.

Last, but not least, (and I'm sure you will read about this elsewhere), Council was very impressed by the draft Website prepared by Pat Toulmin and agreed that she should be asked to publish it as soon as possible. Yet another busy person insisting on taking in another job!

Chairman's Comments

By David Alderson

Since the last issue of Restart I seem to have been slightly out of touch with trialling. My priorities had to be given to the transfer of my business operations into a larger organisation. This occupied most of my spare time up to the end of April. I'm pleased to report that the deal is now happily concluded to all parties' satisfaction and I now appear to have slightly more time available for my motor sporting involvement. So all that remains is a little overdue knee surgery, which I am having this summer and I should then be able to enjoy driving the Troll for a full day again, I'm looking forward to September!



On a sad note I must record the passing of two of Classic trialling's elders. As you will know from MCC notices, Geoff Margetts sadly passed away on Saturday 15th May. For many years Geoff was General Secretary and entry taker for the MCC and latterly its President. He trialled for many years in his red Morgan and more recently in the familiar yellow and brown Big Beetle, usually with his old friend Terry Hall in the hot seat. Geoff was, I believe, Company Secretary of the Morgan Car Company, he was one of life's now all too rare gentlemen and made a point of encouraging youngsters and newcomers to our sport. On a personal note, I will always remember a day at the NEC Motor Show some ten years back when, spotting us in the crowd, Geoff called my son and me up on to the Morgan stand. Whilst the gold braided security guard held back the throng Liam was installed into the driving seat of the Plus 8 on the upper level of the stand. A thrill that the thirteen year old carried with him for many weeks afterwards. ACTC council observed a minute's silence for Geoff Margetts at the May council meeting.

The other great character who has sadly left us was Cyril Charlesworth, in business a talented engineer and pioneer of plastic injection moulding technology. Inseparable from Joyce, Cyril trialled for many years in his Morgans, a Sunbeam and perhaps most memorably in the yellow Troll. One of life's great fighters Cyril did not enjoy the best of health, a serious kidney condition was treated as a challenge to be met and overcome rather than a reason to curtail his activities. The factory was set up in such a way that Cyril could monitor the robot moulding machines from his dialysis bed, and to give him something to look forward to on recovery from a transplant operation, Cyril ordered the Troll! Cyril and Joyce trialled at their own pace in the Troll but it certainly paid off for them when they took the premier award on North Devon's Exmoor trial a couple of seasons back in the company of some of the most determined Troll Blasters of the time. Of course Cyril's road cars were legendary. The colossal William Towns designed Aston Martin Lagonda he used as a tow car and the scrumptious Ferrari 308 GTB. The Ferrari actually replaced the ex Le Mans Morgan Plus 4, the last of a long line of Morgans Cyril and Joyce had enjoyed together.

On behalf of ACTC I will take this opportunity to extend our sympathy to Mary Margetts, Joyce Charlesworth and their respective families.

Well we had rather a short first half year's championship. The loss of both the Chase Clouds and the Exe Valley left us with only six qualifying rounds completed before the summer recess. Interestingly our 1998 champions have retained their grasp on both the Wheelspin and the Crackington leagues although I would tip Dave Haizelden in the Crackington and Arthur Vowden in the Wheelspin to mount the strongest challenges in the autumn. Dave Mason is currently leading Buster Griffin in the Pouncy league but we know Buster is a tough old campaigner so Dave mustn't let his points advantage breed complacency yet.

On the subject of trials lost due to lack of organising teams, this is a real problem, which we should pay particular attention too. In recent years we have lost the White Peak, Ilkley, Chase Clouds and now Exe Valley and if you look at the history of these events you will see that they all relied on the same one or two organising people respectively through recent years. When someone has had enough they cannot be criticised for finally saying so. If new blood is not forthcoming certain trials may well be lost to us forever. I can think of several other trials where the same names have appeared as clerk of course and secretary of meeting for many years. If the organising clubs are unable to recognise the problem perhaps ACTC can help. It has been suggested to me that a ten point score in each league could be awarded to any registered competitor who is directly involved with running a championship trial. It has also been suggested that competitors should not be eligible for overall championship awards unless they can demonstrate that they have marshalled or been an organiser on a championship trial in the same year. Now I know that this is controversial stuff but it does come from one of our regular organisers who currently runs an excellent and well supported championship trial and is also a regular competitor. Let's hear your comments in our letters column, there's no point in locking the garage door after somebody has already purloined your trials iron!

There have recently been some quite legitimate rumblings over the extremely unsporting practice of 'hanging back' during a trial. Now this is nothing new, I can remember back in the late fifties when my father was a NW centre ACU trials official, a maximum time limit had to be imposed on the championship Red Rose trial to discourage riders from the practice of 'hanging back'. There was an almighty stink when some of the star riders of the day subsequently found themselves excluded from the results. They were works supported stars who were expected to do well for their respective manufacturers so possibly they felt there was some mitigation for 'hanging back', but whichever way you look at the practice it is nothing more than cheating. We send our entries in and should accept the running order on the day. Slipping a couple of places due to a route error or minor breakdown may be accepted but 'hanging back' to run at the end of the event, when the sections have been opened out by the more sporting drivers, actually calls into question the true trials driving ability of the regular protagonists of this practice. You know very well if these comment apply to you so make a more sporting effort in the autumn unless you want to encourage more draconian actions from organisers in the future.

We have now completed our May ACTC council meeting and I'm pleased to report that we have found what may prove to be a mutually acceptable solution to the problem of speeding up procedures within the Association. It has been agreed, subject to final ratification by certain clubs, that the technical panel will in future

meet mid way between the full council meetings and on those days the other ACTC officers will also attend for a general meeting on non technical matters. All club delegates would then be minuted so that they come to the next full council meeting with a mandate from their club allowing them to vote on any particular matter. This should cut up to nine months from the time it currently takes us to implement new procedures and rule changes. Other important issues resulting from the May meeting. The appointment of Andrew Brown as our publicity officer, Andrew is already doing sterling work on rights of way so let's make certain he has our fullest support in his dual roles. We also agreed a reduction in the minimum age of front seat passengers to fourteen; from 1st January 2000 this will be applicable in all classes, open or closed cars. Those of you not present at the meeting who may now be swotting up on your ACTC rule book should be aware that we already have MSA's blessing, in fact they urged this prompt action so that we may include the ruling in the 2000 Blue Book, club delegates gave the rule change their unanimous support.

That just about completes my column for this issue other than to mention the 75th MG celebrations at Silverstone in early June, where we can expect the 'Cream Crackers' to be well represented, and 750 MC's 60th celebration also at Silverstone in August where we are planning another ACTC display stand.

I'm sure that I will be meeting trials people at various motoring events throughout the summer as usual and we'll all be looking forward to the Taw & Torridge.

Terry Coventry

T.C. SERVICES

Specialists in
REWIRING, MODIFICATIONS,
CUSTOM LOOMS ETC.
ON MODERN, CLASSIC, KIT CARS
& TRIALS CARS OF ALL TYPES

FAULT FINDING & BREAKDOWN SERVICE
ON VEHICLES OLD AND NEW
RING TERRY on 01285 760756 or 0973 551376
Cowcombe Cottage, Cowcombe Hill, STROUD, GL6 8HP

The 1999 Torbay Trial

by Neil Bray

This was to be my first Torbay Trial. The main reason for participating was two goes at the famous Simms Hill, which we use on the MCC Exeter Trial. To my horror the event was held on 28th February, which happened to coincide with a family birthday, my youngest daughter would reach the ripe old age of three. Permission to go was obtained from Allison, the entry form was filled in and Marc and I started to prepare the car. This included fitting an in-line device that would allow the Skoda to run on unleaded petrol. I will revert to this later. Not having "Supermacs" stamina we chickened out and travelled down the afternoon before, stopping off down the A303 to visit Marc's brother in Aldershot and in Exeter to see Jade, my eldest daughter and have a nice cup of tea. Then it was on to the B&B at Bovey Tracey for a nice meal and a good night's sleep.

The next morning we had a leisurely breakfast and then it was a gentle drive two miles down the road for scrutineering and signing on. Hill 1 was the first run at Simms. We had a different approach to the old hill to the one we use on the Exeter. We didn't go through the village, but came at the summit from the exit road and then descended to the bottom via the escape road. We let the tyres down and off we went. We had decided to go to the left and got to the three on the sub-divided hill. So it was the well-practiced reverse down and ascent of the escape road. Lower Dean was next on the agenda. It looked pretty rough and it certainly was. Rocks, ruts, it had the lot. We punctured the left rear just after the start and although I tried to keep going we failed to traverse the smooth grassy bit at the top and stopped within touching distance of the section ends board. We tried to change the tyre only to find our jack wouldn't work and caused a bit of a delay while we borrowed another one.

Baddaford Lane was Hill 3. This was the hill Falcon marshalled for the MCC three years ago, when it was only used for class 7 and 8. This is a super section, it goes up a rough, muddy gully and is nice and long. We cleaned it and gave ourselves three cheers at the top before moving up the track to the special test which we, thankfully, performed OK, ST's being a bit of a bogey of mine recently. The next section was called Richards Rise. It was a very steep short slope in a field, marked out PCT style. I fired up the motor, put the maximum revs on the clock. The Skoda jumped up the hill but spun to a stop just before the summit for a one. I started to reverse down when the front wheels slipped sideways and the Skoda slid down sideways, hopping from bump to bump. There was nothing Marc and I could do, we just sat there waiting for it to dig in and roll over. Unbelievably it didn't but we had to sit there for a few minutes to compose ourselves, as did Mark Hobbs who was marshalling at the bottom.

Fortunately Grants Lane wasn't so hairy. It was another long lane, smooth at the start but getting rougher at the top where there was a restart. We blasted off this OK, but at the expense of another puncture. I kept my foot down and managed to clear the summit even with the flat. Fortunately the jack worked OK this time and we were away within five minutes. There was quite a long delay at the start of the next section as a Land Rover was stuck and it was eventually cancelled. Marc and I used the time to put a new tube in one of the flats. We had a couple of good long hills which we cleaned OK before arriving at the foot of Slippery Sam, another familiar Exeter Hill, complete with tricky restart which, unlike the Exeter, we performed OK. By now we

were heading back towards Simms but we had a couple of challenges first. Tipley was Hill 10. Remember how rocky it was the last time it was used on the Exeter? It hasn't got any smoother. We had another puncture on the approach road and the jack played up again. In consequence we were very conservative with the time pressures, which was fortunate because if we had gone low we would have destroyed the rims on the rocks. We failed and it took us a long time to get out of the section, as there was no tow wagon. After Tipley there was another special test and a relatively easy observed section before a return to Simms. We went to the right this time, the "Simon Robson route". We hugged the bank hard, so hard we were up against the trees and the spectators had to jump for their lives. Sadly it was to no avail and it was another trip up the escape road for YEG. I was disappointed but the results showed the other Skodas didn't get up either so I don't feel too bad! Murray and Giles Greenslade got a clean in their Beetles and so did the Imps of Jim Scott and David Heale. Then it was back to the finish for signing off and the long drive home.

Marc and I reflected on our day on the long drive home. Yes it's a long way to go west of Exeter for a one-day trial but it was worth it. There were some super hills with around seventy road miles and Marc and I plan to do the Torbay again next year. Earlier I mentioned I had fitted one of those in-line devices to allow older cars to run on unleaded. I ran the Skoda on the garage's rolling road before the event. Then I fitted the unit and tested again after doing the event and about 600 road miles on leaded petrol. There was no power loss and I have now started running the Skoda on unleaded without altering the timing or carb settings. I will check it on the rolling road again after giving it a good try.



Neil on Lower Dean

(Photo: Derek Hibbert)

TORBAY TRIAL 1999

by Arthur Vowden

It was with keen anticipation that the entry was sent off for the Torbay Motor Club's annual classic reliability trial. Having been instrumental in organising the first Torbay Trial in 1987 this was to be our first time competing. The entry list, when received, showed an excellent entry of 76, almost a third of which were in Class 8 and large numbers in classes 3 & 7. The day of the Trial started dry and sunny and it was to a very busy and active scene that Dean and myself arrived at the Bickington start/scrutineering area. It was interesting to see a matching pair of Shoplands, a brace of Golden Valley Specials and a football team plus of Escorts making up Class 3, infiltrated by Dave Turner's BMW. Dudley's ever faithful supercharged MG J2 was in evidence and Phil Potter, who competed in the first Torbay Trial in a Trojan, was there in his smart light blue supercharged Dellow.

We were waved away from the start by Terry, ably supported by young son and daughter. Terry I'm sure, did not know at that time how critical a person he was to the eventual outcome of the Trial. As we drove along the high hedged lanes to the hallowed ground of Simms we discussed the best line to take. It is quite possible to fail a hill before you ever get to it and Simms can be one of these, certainly on this year's Exeter it could have been. On that occasion as we approached we had received a lot of comments and remarks on its severity. To quote quite a few spectators experienced trialists among them, "Nobody is getting up but the right hand side seems to be best" The right hand side! The right hand side was always taboo, there was only one way up as far as we were concerned and that was straight up the middle keeping to the ruts (because if you didn't you always fell into them anyway). With that thought in mind we arrived at the hold control before proceeding down the escape road to the foot of Simms. There was a delay as the Stilleto of Jim Scot, which had suffered a mechanical failure, was recovered. With time to contemplate and enjoy the mild sunny weather we reaffirmed the line to take. When our turn came we were waved off the line by Angus and made a straightforward climb to the top on a wet surface which provided plenty of grip. Quite an anticlimax after the Exeter.

Lower Dean was next after a detour along the A38 due to the replacement of its worn out surface. Lower Dean always looks very forbidding with its rough rock surface, which carries on right to section ends. The restart for classes 6-8 was on a very uneven rock surface just before the right hand cutting. It was tricky and needed accurate placement to achieve a clean getaway. The Metro Turbo in class 1 took one look at the stepped rock slab from the start line and decided to just put its front wheels over the line to take a 6 - good thinking and interesting as the results showed a clean! Baddaford Lane has changed since the trial first ran. No longer is there deep rutted mud where the steep part of the lane ramps out on to the wider part. It was the wider part that had less grip on its wet muddy surface than the main hill with its harder surface. The restart for 7 & 8 caught out a few notables such as Phil Potter and Chas Shopland. P Evans in the twin Shopland retired here along with Perce Harden in the Midget. The route took us back along the A38 dual carriageway to the Teign Valley, where the approach to Stewarts Special Test was down a very pretty lane alongside the river Teign. The special test was a straight forward / reverse affair on a farm drive overshooting the line.

were heading back towards Simms but we had a couple of challenges first. Tipley was Hill 10. Remember how rocky it was the last time it was used on the Exeter? It hasn't got any smoother. We had another puncture on the approach road and the jack played up again. In consequence we were very conservative with the time pressures, which was fortunate because if we had gone low we would have destroyed the rims on the rocks. We failed and it took us a long time to get out of the section, as there was no tow wagon. After Tipley there was another special test and a relatively easy observed section before a return to Simms. We went to the right this time, the "Simon Robson route". We hugged the bank hard, so hard we were up against the trees and the spectators had to jump for their lives. Sadly it was to no avail and it was another trip up the escape road for YEG. I was disappointed but the results showed the other Skodas didn't get up either so I don't feel too bad! Murray and Giles Greenslade got a clean in their Beetles and so did the Imps of Jim Scott and David Heale. Then it was back to the finish for signing off and the long drive home.

Marc and I reflected on our day on the long drive home. Yes it's a long way to go west of Exeter for a one-day trial but it was worth it. There were some super hills with around seventy road miles and Marc and I plan to do the Torbay again next year. Earlier I mentioned I had fitted one of those in-line devices to allow older cars to run on unleaded. I ran the Skoda on the garage's rolling road before the event. Then I fitted the unit and tested again after doing the event and about 600 road miles on leaded petrol. There was no power loss and I have now started running the Skoda on unleaded without altering the timing or carb settings. I will check it on the rolling road again after giving it a good try.



Neil on Lower Dean

(Photo: Derek Hibbert)

TORBAY TRIAL 1999

by Arthur Vowden

It was with keen anticipation that the entry was sent off for the Torbay Motor Club's annual classic reliability trial. Having been instrumental in organising the first Torbay Trial in 1987 this was to be our first time competing. The entry list, when received, showed an excellent entry of 76, almost a third of which were in Class 8 and large numbers in classes 3 & 7. The day of the Trial started dry and sunny and it was to a very busy and active scene that Dean and myself arrived at the Bickington start/scrutineering area. It was interesting to see a matching pair of Shoplands, a brace of Golden Valley Specials and a football team plus of Escorts making up Class 3, infiltrated by Dave Turner's BMW. Dudley's ever faithful supercharged MG J2 was in evidence and Phil Potter, who competed in the first Torbay Trial in a Trojan, was there in his smart light blue supercharged Dellow.

We were waved away from the start by Terry, ably supported by young son and daughter. Terry I'm sure, did not know at that time how critical a person he was to the eventual outcome of the Trial. As we drove along the high hedged lanes to the hallowed ground of Simms we discussed the best line to take. It is quite possible to fail a hill before you ever get to it and Simms can be one of these, certainly on this year's Exeter it could have been. On that occasion as we approached we had received a lot of comments and remarks on its severity. To quote quite a few spectators experienced trialists among them, "Nobody is getting up but the right hand side seems to be best" The right hand side! The right hand side was always taboo, there was only one way up as far as we were concerned and that was straight up the middle keeping to the ruts (because if you didn't you always fell into them anyway). With that thought in mind we arrived at the hold control before proceeding down the escape road to the foot of Simms. There was a delay as the Stilleto of Jim Scot, which had suffered a mechanical failure, was recovered. With time to contemplate and enjoy the mild sunny weather we reaffirmed the line to take. When our turn came we were waved off the line by Angus and made a straightforward climb to the top on a wet surface which provided plenty of grip. Quite an anticlimax after the Exeter.

Lower Dean was next after a detour along the A38 due to the replacement of its worn out surface. Lower Dean always looks very forbidding with its rough rock surface, which carries on right to section ends. The restart for classes 6-8 was on a very uneven rock surface just before the right hand cutting. It was tricky and needed accurate placement to achieve a clean getaway. The Metro Turbo in class 1 took one look at the stepped rock slab from the start line and decided to just put its front wheels over the line to take a 6 - good thinking and interesting as the results showed a clean! Baddaford Lane has changed since the trial first ran. No longer is there deep rutted mud where the steep part of the lane ramps out on to the wider part. It was the wider part that had less grip on its wet muddy surface than the main hill with its harder surface. The restart for 7 & 8 caught out a few notables such as Phil Potter and Chas Shopland. P Evans in the twin Shopland retired here along with Perce Harden in the Midget. The route took us back along the A38 dual carriageway to the Teign Valley, where the approach to Stewarts Special Test was down a very pretty lane alongside the river Teign. The special test was a straight forward / reverse affair on a farm drive overshooting the line.

Richards Rise was a PCT type stepped grass bank turning to mud with plenty of grip for the more competitive. We bunny hopped out of the top having maintained a fair speed after a level run in. Roger in the Vincent surprisingly dropped a 1, perhaps life would have been more interesting if the minimum tyre pressure limit quoted in the instructions, had not been dropped. Good climbs were made by Dave Hazleden in the Golf, Bartie in the Escort and Phil Mitchel in the Skoda. The farmer who was enjoying the spectacle thought it all too easy and was going to make it more difficult next year. I heard later though that he had declined a ride up the bank with Workie in the GVS - probably thought his tractor safer.

John Grant's Lane was an excellent classic section. The surface was hard and stony with plenty of grip. The restart area was quite rutted and sited immediately around a tight right hand bend, the lock on the Marlin just making it, Dave in the BMW found it a little too tight. We did admire and envy his posh rally seats when he pulled up behind us at the top - Tricia remarked that it was like being out for a Sunday jaunt. Sunday jaunts were about to change as the next section was Waterless Lane, quite a misnomer. When we arrived at the section it was packed with competing cars right back to the tarmac road. The course opening 4x4 had broken down and considerable time was spent getting it out, Roger and Annie in the ex Imhof Candidi Provotatoes Allard went through OK as 1st car but then Bartie who had a good a chance as anybody at getting out, stuck fast at 3 and extraction became a major operation. The lane has little gradient having a mild down hill mud rutted approach to the lowest point but this is where the problems begins, perhaps the name should be changed to Bottomless as it is very wet and boggy., OK for the Allard with big wheels and good ground clearance but no good for anything else bar possibly class 7 & 8 cars. With the approach lane becoming grid locked there was no alternative but to cancel the section. This changed the whole running order of the trial and we became for a while second car behind the Allard.

It was a very windy drive across the Haldon Moor above Ashcombe. The west wind blowing straight from Dartmoor over the high ridge and out into Lyme Bay. The holding control and snack wagon were relocated to the Teigmouth side of Shaldon Bridge, but some competitors ignored the amended location and went straight to the Ness Car Park and Shaldon prior to the next section, Commons Old Road. The hard surface of the old pack horse lane proved more slippery than it looked, but only saw three failures out of the whole entry, one being Andrew Brown in the 1800 Marlin who, I guess, got caught on the restart with a misfiring engine.

Higher Shells was the first of two hills at Higher Rocombe, it is a good short sharp steep section ,with a pinch at the end but no restart as of past years, and only one car in classes 6-8 failed. The second section was old faithful Slippery Sam and the main problem here was trying to dodge the restart marker placed in what seemed to be the middle of the track, immediately after the right hand hairpin. The entire entry bar five cleaned without problems to enjoy the liquid red Devon mud bath, which was as deep as usual. On the drive out to the edge of Dartmoor for the remaining three sections the weather deteriorated and from therein it became very wet and wild. Tipley was in excellent form, there were different restart lines for the two groups 3-5 and 6-8. Each was difficult on the wet stepped slate surface and deteriorated as the trial progressed. Greg had his work cut out to keep everything

moving. Some notable climbs were made in particular Nigel Moss in the Cannon who, with a do or die effort, unstuck himself from the restart to successfully climb out of the section. The bad luck story was Giles who had an off the rim puncture.

The level exit lane from the top of Tipley was witness to special Test No 2 which was a good forward / reverse / forward blast on a hard surface, Terry was in critical mode operating the three button digital stopwatch to record FTD by Workie at 20.15 secs. and an excellent time of 21.04 secs by Terry Coventry in the FWD Class 1 Citroen. Old Town Wood, a good classic section with a hard stony/rocky surface, created little problems and then it was to Simms for the second time. Even though the hill was now in excellent form, with rain giving a greasy surface to the hard uneven slate base, it only produced four less failures than the first time around. Bartie gave a spirited climb in the Escort, power sliding around the right hander in fine style to speed to the top. Adrian in the Alfa engine VW Baja stormed to the top from the low down restart on the right hander.

The Results showed nine cleans - the first 5 covered by 0.71 sec. Nigel Moss won overall by 0.19 secs and second place was won by 0.02 secs. How close can you get! By the way, the line we took on Simms on the Exeter was hard right, luckily we got



Dave Turner,
BMW, on
Richards Rise.
(Photo: Arthur
Vowden)

away with it. Later we heard that Roger in the Vincent went up the middle to a clean and Greg in the Anglia estate went hard left for another excellent clean! I will leave you to draw your own conclusion on what is the best line! Thanks must go to Torbay Motor club and its dedicated band of organisers/officials and Marshals for providing an excellent day's motors sport with good start and finish venues.

TORBAY TRIAL RESULTS

Class Mark Time

Class Mark Time

D. Haizelden	1	10	51.21	A. Andrew	6	9	36.16
D. Symons	1	23	52.23	N. Allen	6	12	34.17
T. Coventry	1	29	36.17	T. Ball	6	14	39.12
R. Coffin	1	42	50.39	G. Browning	6	16	38.96
P. Allaway	1	47	39.09	G. Greenwell	6	26	41.64
P. Treliving	2	19	40.33	T. Johns	6		NS
T. Whellock	2	22	42.03	A. Vowden	7	0	35.99
I. Moss	2	36	43.75	J. Dommett	7	0	36.01
P. Bartleman	3	0	36.51	A. Marfell	7	0	41.32
H. Waters	3	1	40.06	R. Ugalde	7	0	47.49
T. White	3	6	39.62	R. Bricknell	7	1	36.87
J. Bell	3	7	37.47	M. Warnes	7	27	42.25
P. Roberts	3	17	39.42	A. Lewis	7	29	39.47
R. Grimwood	3	22	46.79	K. Sanders	7	30	41.01
S. Deacon	3	29	35.35	A. Brown	7	35	46.04
S. Tremayne	3	30	44.10	N. Moss	8	0	35.80
C. Jory	3	32	37.14	D. Sterry	8	0	36.27
D. Turner	3	38	45.31	A. Dommett	8	0	39.14
P. Thompson	3		NS	B. Foreshew	8	0	47.24
J. Cox	3		R	M. Workman	8	6	34.49
T. Underhill	3		R	C. Shopland	8	6	34.80
R. Hayward	3		R	P. Potter	8	6	36.14
D. Heale	4	9	35.83	H. Viertel	8	6	40.20
J. Scott	4	10	38.58	P. Fear	8	6	44.91
M. MacDonald	4	11	48.20	A. Young	8	6	45.44
G. Greenslade	4	14	37.23	A. Alward	8	6	48.13
D. Sargeant	4	14	39.47	S. Harrold	8	6	50.90
N. Bray	4	16	38.65	N. Vile	8	12	36.00
R. Welsh	4	16	47.89	D. Bache	8	12	38.45
P. Mitchell	4	16	49.23	E. Wall	8	12	41.79
F. Burton	4	18	38.58	C. Bale	8	12	42.94
I. Andrew	4	33	45.21	A. Green	8	12	46.94
C. Perryman	4	23	DNF	S. Summerhayes	8	12	52.23
E. Angell	4		NS	D. Chatto	8	16	35.55
M. Wordsworth	5	31	42.93	A. Curtis	8	16	44.08
S. Clemow	5	39	43.17	M. Twine	8	19	40.28
P. Harden	5		R	S. Vincent	8	32	35.13
P. Daniels	5		R	P. Evans	8		R

The 1999 Cornwall Centre ACU's End to End Trial

by Julia Browne

Each year the Cornwall Centre ACU run an End to End Trial for motorcycle and sidecars – that is an end to end of *Cornwall*, running East to West and touching both North and South coasts. The 1999 event started rather inauspiciously for us. After a week of sunshine we woke up to steady rain, and then our support crew were half an hour late according to our finely tuned schedule. "How fast will the van go?" I asked Mike. "Eighty?" he suggested. "Then it'll have to," I said. On arrival at Topsham, where we were picking up Neil and my father, we found we had a puncture in the trailer, and of course we had no spare. The puncture repair kit and tyre levers came out for the first time that day, not a good sign, surely, and it seemed to be raining more heavily. Now running about forty minutes late we loaded my father's Greeves and Neil's Triumph onto the trailer, packed Neil, Mike and myself into the back of the Transit alongside the two XL 500s, my father, Lisa, Ben the collie (who thought this was all a marvellous adventure) into the front and Jackson, our support driver, climbed into the pilot's seat. Neil leaned into the cockpit briefly. "Whatever you do," he said, "try not to crash. I can't imagine how I'd ever get out. Jackson agreed, "Be like trying to ball out of a blazing Lancaster".

We got to the start one hour before our departure time, an amazing recovery of lost minutes, but then it was time for the Greeves to play at not-wanting-to-start. It was eventually persuaded otherwise, but by now I was getting very twitchy that we should be getting scrutineered and signing on. Like now..... The lane into the first section was a long, gradual, stony descent into a narrow stream. The section itself, Treworgie, began on the steep climb away from the stream and immediately plunged us into fairly deep mud through trees. We all footed through. On to Crackington, which Neil and the Triumph roared up in fine aggressive style. The Greeves and my father were less aggressive but went up, Mike was on the back wheel most of the way and I ... well, I got up it. As we hit the coast and one of the byways the sun began to glimmer, a better sign. Treworld: the Greeves in front of me took a rather unique line through the ford at the bottom, and nearly got away with it. I cleaned Treworld in spite of having to dodge my father and Neil at the top where they were urging the Greeves over the last few yards.

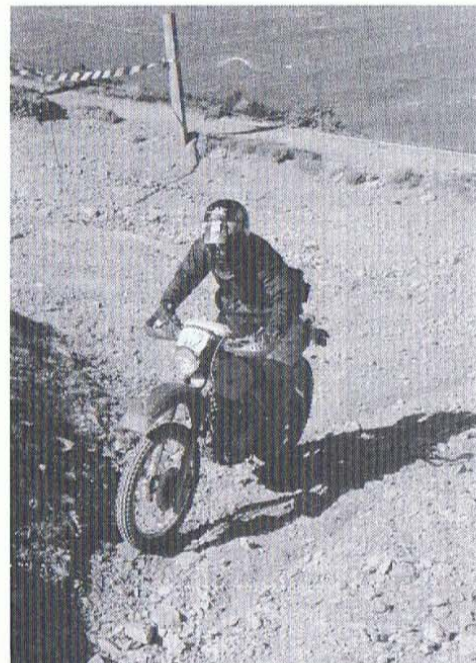
Hancocks Horror, though short, started with a polished stone step. The Triumph bounded over and away around the corner, Mike's XL wagged its tail furiously across it, and the Greeves firmly spun around and slid back down. Once we'd got that little lot sorted out and got it upright and back on the road, it was my turn. I got as far the corner, but having footed over the step, turned around at that point. At this point my father decided to take the Greeves on by road and not worry too much about the sections. Allensford sent us into a muddy field, through a ford and on through the field to where the section zig-zagged up a long, steep bank. I managed to dab on the second zig, but Neil and Mike went up OK. We rode back down to the road, and just as I was thinking that I hadn't fallen off yet, I got cross-tracked and nearly did. Concentrated the mind wonderfully. So on to Helland Bridge - a nice section, firm under tyre and not too steep.

We navigated our way to the special test at Keats Field, a loop with two river crossings. Mike took the post from line B with him as he left the river, and I stuffed the bike into the river bank and fell off. The Triumph, though still running when it left the water, wasn't especially interested in starting again. It took about ten minutes of running up and down beside it, alternately pleading and threatening, before it would fire up again. We managed to miss the turning to Bullock Lane, but luckily, as we stopped to repair some of the damage done to my bike, the Clerk of the Course drove past and advised us that we were lost. With mine bent back into shape and cable-tied together, we retraced our steps one hundred yards or so to Bullock Lane. This was a progressive climb, starting through deep mud, and Neil and I both got to the corner before spinning out of grip, but Mike claims to have crabbed all the way to the top, feet up!

Phills Find was interesting. It was a little bit of weaving through trees with a 90 degree turn into a sharp, steep bank about twenty feet high. I saw one of the Cornish wildboys on a modern fourstroke enduro bike get about ten feet of air at the top, and even Mike's XL launched itself enthusiastically into the field at the top. Thus, I was far too cautious in my approach, and by the time I'd decided to attack, even my XL500 power wasn't going to get me up there. I fell off. Phil Williams picked me up. "Okay?" he asked. "Yes", I said and fell over again. In the space of thirty seconds or so, I'd gone from being a little bit tired to being too exhausted to start the bike again. Amazing, that.

The route rejoined the A30 for a while, in a persistent crosswind, and this was the last time we saw my father all day. He said he'd meet us at Carland Cross, the lunch halt. More later. Homers Lane was lovely, and much needed by me, still smarting from XL's victory over me on the previous section. Trendeal 1 was a bit different: the XL and I failed to communicate and I stuffed it into a small tree. I think the marshal found it funny, at any rate, he took pity on me and pulled me up the bank. Trendeal 2 was nothing terribly challenging but I still managed to foot on it. Carland Cross, the chance to discard extra clothing and eat a quick banana sandwich, and to wonder where my father was. Jackson and Lisa were there with the van, so we asked them to retrace the route as far back as where he'd last been seen, and as we were half an hour behind time now, we really had to push on. Well, the Jacksons found him, only lost, not broken down and pointed him towards Land's End again. Of course, we didn't know anything about this, and wondered periodically throughout the afternoon.

Tom Ball's Lane was another nice, stony surfaced lane, and with the ground drying out nicely by now, didn't pose a problem for any of us. The start-line marshal first established my relationship to the other two Brownes before wishing me a pleasant day. Through Perranporth ... ah, Perranporth, and our encounter with the local constabulary. At a mini roundabout I saw a police car out of the corner of my eye and immediately got the feeling that he was going to be interested in a bunch of muddy bikers. Not for about three miles, mind you, because with that sixth sense that all motorcyclists develop concerning police cars, I thought he was probably in pursuit and resolutely did not look back until we were turning right into Blue Hills Mine. At that point I couldn't pretend I hadn't seen the blue light, and decided not to antagonise the police any further, and stopped. The WPC who got out wasn't amused, but she remained civil and gave me a telling off for riding with a dirty number plate and rear light!



Mike Maddocks about to fall off on Bluehills 2
Photo: John Cullum)

Blue Hills and blazing sunshine at last! The sea was a choppy as a choppy thing, and there was lots of lovely, dry, slippery. slate. I footed on Blue Hills 1 and got barked on Blue Hills 2. The marshal at the top probably was trying to stop me, but once I've left the start line I don't look around much. Mike had fallen off on the top corner and was being watched by a dozen spectators as he tried to pick the bike up. I probably could have ridden over him and still cleaned the section. but I chose to stop and let him get clear. We had a long tarmac run down to Rinkling Lane, where there was a long queue of bikes. The two sections ran consecutively, and so we had to wait for each bike to clear both before the next rider could go. I got most of the way up Rinkling 1 before getting lost in the diversion up the bank. Not sure which way I was meant to be going as I rejoined the track, I didn't go any way at all, but rode straight on and part way up the next bank, and stopped. "Where

the hell am I going?" I asked a panicked man whose feet were either side of my front wheel. He had one shoe off, shaking stones out of his boots, and couldn't even run away as I headed for him. Rinkling 2 was a straight blast up another bank over a network of slippery tree roots, not a problem. When I got to the top Mike was wandering around looking dazed. He had opened the throttle a bit hard leaving the section and the bike had gone into orbit at the top. He'd been just holding on by his fingertips when the XL planted itself in a tree on it's back wheel and he was feeling a bit pounded. Rame Cross was another nice section, stony and stepped on old, open heathland and I still managed to make a mess of it.

Trelissick Farm was a nice, fairly steep climb up into a field. The section wasn't the problem. To get back onto the route we were sent down a near vertical drop of thirty feet or so, into a ploughed field. Mike had blown a fork seal on one of his earlier getoffs and had fork oil all over his front brake disc. The rear drum brakes on XL500s are only adequate at best, and faced with this drop he was entirely in the hands of gravity, who showed him no mercy as she accelerated him and 300 lbs of fourstroke into the news ploughed earth. I, coming along a few seconds later, stopped at the top of the drop and saw him lying as a graceful heap at the foot of it. I made two rapid deductions: one,



Julia Browne on Bluehills (Photo: John Cullum)

Mike wasn't going to be riding my bike down for me, and; two, neither was I. I rode back to the top of the section and listened carefully for a moment. There didn't seem to be anybody else coming, so I rode back down it and explained to the marshals that I'd wimped out of the descent. They seemed to understand. Meeting up with Mike back on route, he was limping and very sore. The front of the bike was smashed all to hell, although rideable once we'd ripped the front mudguard right off and laid it to rest. The clock and headlight and all been rammed back towards the yokes by an inch, and the mountings had concertina'd under the impact. Yep, Trelissick Farm was the most excitement we had all day.

Stopgate 1 was another timed test, and Stopgate 2 was another progressive climb, not my favourites because I can't,

and don't ride back down hills very well. I asked the marshal to give me a 5 and let me go home. He was very clever. He said, "You can get to the 5 board, it's still flat there. If you get to 5, I'll give you a 4." Well, I got right to the top after that little pep-talk! Wigley's Lane was another little respite after the rigours of previous sections: a little wiggle off the main track and around a tree, which could have been nadgery if it had been wetter, but turned out to be OK. At Castle Horneck, we met my father - remember my father, last seen before Carland Cross? - again. He stayed long enough to watch Mike and Neil clean the section, and watch me get lost in it (lost! In the section!) and have to foot to get back on line. Which just left Catchall, a pleasant little amble over undulating ground and through trees.

We'd been steadily regaining time through out the day, and now had ten minutes to ride the last six miles of twisty A road to Sennen, and so ten minutes is how long we took. I was on the limits of my trials tyres at times, trying to stay with a thirty-five year old Triumph whose owner reckons it won't cruise at much above fifty. It was a very intensive tour of the best bits of Cornwall and in conclusion I have to say that I have never before worked so hard for my finisher's certificate, and Mike has never before trashed his bike so thoroughly in the quest for that piece of card which proves that he did it.

The Lands End Trial

by Michael Leete

As usual there was plenty of Falcon support, with some interesting crew variations. Hazel was driving the MacDonald Beetle again, but with Veronica otherwise engaged; she had to be on her best behaviour as Murray was alongside in the passenger seat. Mike Hayward was driving his hybrid Escort in its second classic and first MCC event with Michael Leete entwining himself around the roll bar in the back. In class 1 our RAC PCT champion, Matt Clarke, was enjoying his first MCC outing, passengering Ken Payne in his Golf. Ken is the owner of the Golf Nick Pollitt campaigns, although I am not sure if this is the same car.

There should have been another debutante but Verdun Webley non-started when he couldn't get his Marlin ready in time. Verdun had discovered the motor had two head gaskets. Closer examination revealed the head was warped quite badly and Verdun wisely decided to delay things until the car was right.

Is it imagination or does the Lands End start earlier every year? Anyway, it was still light when most of the Popham starters got away, ideal for the film crew interviewing Geoff and Reg! The revellers were out at Sugg Lane, cheering and waving at the competitors, who were just praying that they wouldn't throw the beer bottles they were holding. The route instructions for the exit route were very specific. There was to be no stopping until the main road. There wasn't much fear of that as the track was lined with a new age traveller encampment. You got the feeling they would have the dogs on you for disturbing their beauty sleep.

The holes on Felons Oak are getting deeper and caused quite a bit of trouble on the restart for a few people, including Neil Bray who had his first puncture and Tony Branson who had come all the way down from Hexham in his 1300 Marlin. Minehead Rugby Club gave a twenty minute rest for some but it was all go for Neil Bray as he adjusted Mike's timing. The Escort had lost all its low down power after its pre-event tune-up and Mike was having a real struggle to get it away on the restarts.

Stoney Street came and went without drama and Beggars Roost wasn't too much of a problem, as the restart was on a straight bit. Mike Hayward cleaned the section OK, at the cost of a puncture, but will probably be penalised for rolling back as the handbrake was slipping very badly. As always there are some amusing MCC organisational sub-issues. The road book stated that you had to deflate your tyres on the main road and threatened exclusion if you stopped on the entry track to let them down. The problem was that the main road was lined with parked cars and you had to pull off a long way before to find a space to stop. This meant a long drive on flat tyres and we all know this is a road traffic offence!

The mist came down for the fifty-mile drive over Exmoor to Simonsbath and on too the Hartland peninsula. Sutcombe and Darracott were both up to form. Classic hills in beautiful surroundings, but not ones to cost anyone a Triple. That was to change on the third Hartland hill, Cutcliffe Lane.

This is not too difficult in the dry but it's a different story in the wet and for this 78th Lands End wet it was. The section starts on a gentle slope, and then it's a sharp right hander through a gate. The gradient gets steeper and the hill rises sharply up a gully cut into the side of a wooded slope. A combination of things make it difficult. Rocks, mud, gradient, they all contribute. This was a hill for the brave and the super-heros. Dudley climbed it of course but things were not so easy for mere mortals. You needed plenty of momentum when you got to the straight bit, which meant maximum speed through the gate. This caused problems for some. Dave Turner got his BMW off the line in fine style only to lose traction. He snicked it into second, the tyres bit and the Beemer understeered straight into one of the gate posts, uprooting it and leaving the BMW in need of a helping hand from the recovery tractor to pull the front wheel of his Escort a foot of the ground before slowing when the passengers clip-board got stuck under the pedals. The lady concerned was Mark Hobb's wife who complained hadn't let her finish making a phone call.

The trial returned to Bude for the first special test. A wiggle wobble around the cones of a deserted car park after a fight to get through the centre of town crowded with Saturday shoppers. David Heale was voted one of the most spectacular, lifting the front wheel of his Escort a foot of the ground before slowing when the passengers clip-board got stuck under the pedals. The lady concerned was Mark Hobb's wife who complained hadn't let her finish making a phone call.

The MCC had threatened to cancel Crackington if the locals doctored it too much. They responded by dumping one tractor load of slurry on the upper surface instead of the usual two. It seemed to do the trick and the hill was competitive without being impossible. It was reckoned to be rougher though and took its toll on the Falcon contingent. Geoff Jackson had a half shaft go and although Mike Pearson had a spare it was the wrong sort. Punctures were pretty prevalent. Matt Clarke experienced the joys of being winched up a section when Ken Payne's Golf lost a front tyre and Neil Bray had a similar fate. Mike Hayward got out of the top OK, a great achievement, as he had to do a restart in what is far from the most suitable car. Pumping the tyres up, whilst the other Michael ran back to do some videoing, Mike found a puncture on one of the rears. Unfortunately the remaining spare was flat, leaving Michael to demonstrate his skills as a tyre mechanic before they could continue.

After Treworld competitors were promised an improvement in facilities at the rest halt. Only to find the cold, barren, windy St Kitts had been replaced by a cold, barren, windy, dirty and smelly cattle market, where you would be excluded if you were caught answering a call of nature behind the shed! The usual frenetic activity was taking place in the car park to repair some of the damage wrought by the event so far. Many competitors were repairing tyres and a local entrepreneur was trying to sell instant repair gel. Mike Hayward had found the problem with his flat spare. Mr Colway had moulded a nail in his "new" remould.

Soon the call of the West beckoned and it was onto the A30 down to Hoskin, deep in Cardinham Woods. This is another doctored section, with a mud bath halfway up, complete with yellow and red restart. Simon Robson made a successful ascent in his Skoda but Neil Bray wasn't so lucky. A CV joint had been growling away since Minehead and now it let go in a big way. special tool needed to loosen the screws was at home, so Fred kindly nipped into Bude to buy him a new one! Suitably equipped Neil and Marc managed to fix the Skoda and they were soon on their way back on the A30 towards Bluehills.

The mist had gone and the sun shining on the spectators who thronged the cliffs at Bluehills. "One" seems to be getting trickier and was catching out quite a few people, including Peter Manning who had to be saved from toppling over as he tried to wall of death his way around the corner at the top. The second Bluehills section had been "improved" by creating an artificial corner just after the start. This certainly spiced things up, especially for the yellow and red restarters, as the new bit was both rough and steep. It's sure to attract plenty of comment in Triple! Mike Hayward punctured a front tyre on the track linking the two sections and then the long-suffering clutch cried enough. It was just about drivable on the road and Verdun Webley shepherded the two Michaels to their hotel in Newquay, giving them a friendly tow up the last hill.

The survivors only had a few sections remaining. Trungle Mill was pretty easy but Flambards was quite competitive and provided a sting in the tail for many. There just remained the final special test and signing off at Penzance where there was a major disaster at the finishing hotel. They ran out of beer!

A PROVEN SUBSTITUTE FOR LEAD IN PETROL

THE ULTRABURN UNIT

A SCIENTIFIC INVENTION FOR
VINTAGE, CLASSIC & MODERN ENGINES
GUARANTEED FOR 200,000 MILES
PETROL DIESEL AND SUPERCHARGED APPLICATION
FOR PEACE OF MIND AND A SOUND INVESTMENT
FIT AN **ULTRABURN UNIT** NOW

AVAILABLE FROM
R & M Moore, Trefrew, Camelford, Cornwall PL32 9TR

Main Distributors to the vintage and classic movement
Please write enclosing SAE for full details and price list

LANDS END (Here we come)

by Roger Bricknell

The Lands End Trial, held at Easter of course, was declared a tough but successful event. With a reasonable improvement in the weather and a measure of support from Radio Cornwall, many of the traditional venues were blessed with a large crowd of spectators. The West Country start was again from Exeter and we were the last of the three contingents on the road. It was noticeable that nearly everyone was driving harder on the road than normal, as if we at the back were fighting just to keep up. As it was we were destined for an 8pm finish and arrived at our hotel just before the kitchen closed, narrowly escaping yet more sandwiches.

The night run to Sparkford was straightforward, apart from four cars receiving punctures in close proximity, somewhere near Glastonbury. The first hill, Sug Lane, was as easy as usual, and a group of New Age Travellers, with a camp at the summit, livened the proceedings with their cheering. I don't expect they anticipated so much passing traffic. Section 2 at Felons Oak had a very small box in which to restart, virtually only a wheel length, and it caught out a handful including Eric Wall and Antony Andrew. After this hill we went green laning and came across Thomas towing a very sick Escort, belonging to Emma Flay. The engine was crying enough at this stage, although Emma made the finish the tougher power hills took their toll. After Stoney Street we found ourselves at Beggars Roost, where a new instruction to 'deflate tyres on the public road before approaching the hill' was missed by some drivers and nine were subsequently awarded a 'fail'. The hill and restart caused very few problems and we were soon on our way to Sutcombe. If only there was another hill to break this monotony.....

Sutcombe was eventually reached and surprise, surprise a long queue. Time enough for us to replace the tube punctured on the night run. The hill had no real problems but still caught a few of the less experienced. On to Darracott where the restart was easier this year, being further up the hill, and then to Cutcliffe, where the trial started in earnest. Only eleven out of the first hundred cars climbed successfully. Class 8 were hampered by an eighteen psi tyre pressure and cleans were very few, but included Dudley Sterry, Stuart Harrold, Tony Rothin and David Forshaw. There was no one from Classes 1 or 2 to clean and only two in Class 3, Tristan White in an Escort and also Dave Symons, right at the tail end of the field, in his Talbot Sunbeam, with which he eventually took Class 3 honours. Despite all the failures there was only a small delay here and we were ahead of time arriving at the Bude Time Test. This was greatly enjoyed by both the spectators and competitors. The contest seemed to be based on who could travel furthest on three wheels, more than the shortest time on the stop watch. A failure here did not count as a hill failure, so we could all have a go with gay abandon.

Crackington Hill was not a serious problem by the time we were there. Local hill saboteurs had been threatened that Ken Hobbs would cancel the hill if severe 'doctoring' was performed. Improved extraction facilities (i.e. a winch situated differently) reduced delays and the hill was a great success. Alan Cundy was unlucky to suffer driveshaft failure in the Golf just yards from the start line and Dick Bolt suffered two punctures causing his failure. A short run to Treworld and again a restart for all classes right at the summit. It was at this point that Antony Andrew's

VW clutch cried enough and he retired gracefully from the event.

So to Hoskin Hill, in Cardinham Forest and the infamous restart for classes 6,7 & 8. It caught us again, although we did progress about three car lengths this year. The only class 6 car away was Mark Tooth (1800 VW) and Clive Kalber (1600 Ford Pop), Julian Harry (2000 Imp), Arthur Vowden (2000 Marlin) and Julian Dommett (1172 Dellow) were the stars of Class 7. Classes 1-5 were favoured here with a straight climb and notable successes included Gerald Burridge (MG PA), David Haizelden (VW Golf), Roger Hancock (VW Golf), Greg Warren (Ford Anglia), plus a handful of Ford Escorts, but by no means all of them.

Bluehills saw the only real delay of the day - not surprising since the hill had been altered considerably in the weeks prior to Easter. Viv Turner of Launceston & North Cornwall MC reports that having consulted her dictionary "alter" is "euphemism for castrate or spay" - not true because you really did need b---s to climb it. The hairpin on Bluehills 1 was coated with wet clay and was not climbed easily by anyone I saw except Adrian Domett. The rest of us all experienced heart stopping moments of wheelspin at the crucial point and many of the less experienced failed here. The Chief Executive of the MSA was here in person marshalling (and doing sterling work on the tow rope to extract failures) - John Quenby - known to many in Classic Trials. He was still in good cheer to the end and we are grateful to all the stalwarts who give their time and travel so far to help on this unique event.

Bluehills 2 featured a chicane just before the slab, a very loose restart for classes 6,7 & 8, and a double hairpin with steep climb to the finish. Positioning for the restart was absolutely critical as several found out to their cost and the top bend required full left and then full right lock, whilst building speed for the final steep climb. Many cars came to grief at the summit, one or two running wide and looking quite precarious until rescued.

The final hill at Flambards was steep and greasy, but whilst being cleared by the FWD Golfs, it still stopped over 60% of cars during the day. Angus Stewart, the start line marshal, was as encouraging as ever. (We hear that Angus recently broke his shoulder in a gardening incident and send best wishes for a speedy recovery). The wiggle woggle speed test at Penzance concluded a four hundred mile, twenty plus hour event. Delays were few. The hour's delay at Bluehills is well worthwhile. The aerial view of the section allows the adrenaline to build up as one by one friends and rivals attack the problems until at last you arrive in the valley for your own ascent. The weather was very kind, apart from fog on Exmoor, and we thoroughly enjoyed every aspect of this truly Classic Trial.

Results

Field Trophy - David Forshaw (GV Special)

Class Awards - David Haizelden (Golf), A. Bee (Austin 7), Dave Symons (Talbot), Giles Greenslade (VW), Pete Manning (Midget), Terry Ball (VW), Clive Kalber (Ford Pop), Dudley Sterry (MG)

There were only four other cars awarded Gold Medals.



Adrian Dommert , Bluehills Mine.

(Photo: Derek Hibbert)



Tony Squires, Bluehills Mine.

(Photo: Derek Hibbert)

FROM THE ARCHIVES... The 1929 Lands End Trial

Reproduced from The Light Car)

Fainting women, motorcycles charging the crowd, cars running backwards and threatened with destruction until pulled up by a band of swarthy and muscular fishermen armed with ropes and the chocks - these were the stories which an innocent and sensation loving section of the public were served out with by some of the evening papers on Saturday, and, as usual they were pretty wide of the mark. Actually, the run was very much like other London - Lands End events, the weather being ideal throughout, but the dust nuisance in the West Country really bad. Naturally, of there were one or two minor mishaps, but, after all the Land's End is a test, not a joy ride! The start, which took place from the Slough Trading Estate, was comparatively uneventful. A fine night, warm for the time of the year, promised competitors good weather for the initial portion of the run, although a few clouds suggested the possibility of rain. This, however, did not materialise during the trial. The number of hatless and coatless competitors testified to the popularity of the small saloons, of which there was a very large number. The first part of the journey was practically without incident, stops being made at Marlborough and Shepton Mallett for coffee. The more lengthy hold at Taunton for breakfast was very welcome, especially as three of the observed hills, to wit Porlock, Lynmouth and Beggars Roost had to be climbed before lunch.

Porlock was a rather more difficult proposition of this year, mainly because the restarting test was held on a more severe a gradient, so giving their competitors no time to get up of any appreciable speed before of reaching the steepest portion on the first bend. The restarting test was carried out in the usual way, that is to say, drivers were halted at the first of two lines running across the road, 10 yds apart, and were required to restart unaided, cross the second line within 8 seconds and then make a non stop climb of the rest of the hill. In spite of the restart being held at a steeper spot, and the fact that the road surface was rather troublesome owing to a layer of dust and small stones, the small cars did quite well on the whole. The following figures at show how the various classes performed, but it should be noted that the question of covering the timed 10 yds in 8 seconds has not been taken into consideration. Of the three-wheelers 9 or made clean climbs and two failed, whilst the figures for the cars are: - 850cc class: clean climbs, 34; failures, 8. 1,100cc class: clean climbs, 35; failures 4. 1,500cc class: clean climbs, 55; failures 5.

As usually the case with the Land's End the hill was thronged with spectators when the first cycle car, a Morgan, in the hands of H E K Sawtell, arrived on the scene; it may be a very good getaway but failed later. Ten other Morgan drivers followed and, with one exception, all did well, the man who deserved to the greatest praise being A C Maskell, who are actually conquered the hill in an old family model with four aboard. Then came a surprise for the spectators in the shape of D M Healey, who made his Triumph go up Porlock as probably no other car of this size has ever gone up before; but his performance is accounted for largely by the fact that the car was supercharged. Another outstanding feature of this class was the wonderfully consistent climbs made by the four MG Midgets; all showed extremely good acceleration with an entire absence of fuss. The Singer Junior Sports models were well above the average, five

models making exceedingly good climbs, although one, in the hands of G H R Chaplin, failed. R G Percival (Morris Minor) and H Clegg (Austin 7) showed off their respective cars to very good advantage. In the 1,100 cc class there were no fewer than 27 Riley 9s, and they registered 26 very fine climbs and one failure - very good going! of the rest we specially noted E P Huxham (Salmson) and W H Julian (Standard Nine), both of whom took the hill just as it should be taken.

Superchargers were once again to the fore in the 1^{1/2} litre class, in which there were four Hyper-Sports Lea-Francis models. Very fine acceleration characterised their climbs, the two-seater driven by L Maxwell being practically the only car to gain sufficient speed on the first bend to cause a skid. Other cars which showed abundant power included a trio of Frazer-Nashes in the hands of D Duncan Smith, H J Aldington and D A Aldington. An amusing interlude was provided by H B Poulton, whose Fiat was labelled "Flying Squad"; in company with his passengers he had donned a policeman's helmet and a miniature battle with truncheons was waged in the car during the ascent; in the course of it one of them so far forgot the MCC rules as to take up a position which could no way be characterised as normally seated. The crowd was very interested when the two front wheel drive Alvises appeared on the scene; they seemed rather out of their element, and experienced wheelspin.

Lymouth Hill, loose surfaced and with its long 1 in 5 gradient, is not regarded nowadays as being any thing of a terror; nevertheless, it took its toll of unfortunates. The acute left-hand bend on a gradually stiff filling gradient was the cause of their downfall; but there was worse to come for looming ahead was the dreaded Beggars Roost. As one approached this hill it presented a rather peculiar site, the being covered with thousands of spectators who swarmed over the banks and perched themselves crow like in the trees to get the best possible views. This year it did in truth justify the description of terrifying for out of 201 cars no fewer than 78 failed to make clean ascents. Of the light cars, of which there were 133, 48 failed to make clean ascents. The most alarming incident of the day was when B Roberts (Th. Schneider) came to a standstill on the lower slopes, ran back, hit the bank and turned completely over, that coupe body collapsing under the weight of the chassis. It is a marvel that no one was injured seriously, not even the occupants of the car, especially when one thinks of the large numbers of spectators lining the banks of the hill. The Morgans performed much better this year than one might have anticipated in view of the extremely loose nature of the surface; in fact, it was worse than at any other time since the war. G H Marshall, with a family model, was the only failure in this class, practically all the others of making exceptionally neat and fast ascents, A C Maskell, and his entire "family" being exceptionally good, whilst L H Creed was so fast that his vehicle jumped into the air when it struck the hump of the hill, sending clouds of dust and stones flying.

The class for cars not exceeding 850cc capacity was distinctly surprising and disappointing owing to the large number that failed. Much of this, however, must be attributed too bad driving, many drivers not realising the importance of keeping up the revs. The first car was D M Healey's supercharged Triumph Seven, which literally streaked up. H Wells and E Williams, with the same type of car, also made good climbs, but two others failed. The four MG Midgets, driven by C Dobson, G Higginbottom, A Watson-Bourne and D Buckingham were very good and received lusty applause, as did also the 5 Sports Singer Juniors, which make clean ascents;

one car of this type, driven by G H R Chaplin had failed. The Austin cars were not so good as in previous years, A P McGowran, H Widengren and W Milton being the only 3 out of 24 cars of this make to record clean ascents. The Rileys in the 1100 cc class were well up to scratch. Only to about 26 failed, R Franey suffering badly from wheelspin, and C King-Smith being the other failure. The two rally cars, driven by J A Driskell and L Cutbill literally romped up a, the former making his usual spectacular climb. The Standard, driven by W Julian was good. The Roost seemed almost to flatten out in front of the Frazer-Nashes driven by D Duncan-Smith, H Aldington and S Cundey, all of whom pleased the spectators enormously by soaring up at great speed. Five other cars of the same make were practically as good. Of 10 Alvises eight made quite brilliant climbs. As a team the Lea-Francis cars were also very good, fast climbs being recorded by W C Gardiner, C W Durward, S C Stanley and G Gamble. The four Trojans, with one exception, made their usual slow but absolutely sure ascents, receiving hearty cheers from the enthusiastic spectators. Through Simonsbath, where there was a secret check, South Moulton, Torrington and Holsworthy the route was difficult indeed, but of the type which fills every true sportsman's heart with joy. "Lunch at Launceston" was the slogan of the day.

A certain amount of main road running enabled competitors to digest their lunches in comfort, and the quaint old towns of Camelford and Wadebridge were passed through without incident. So was St Mawgan, but beyond followed much weird going through gates and over tracks with appalling surfaces. At one point there seemed to be an undue affluence of spectators, and the reason was soon discovered. At the bottom of a hill, arched over by trees, was a wide, deep and rocky bottomed water splash which should the wary, scorning to play to the gallery, took very cautiously indeed. Differences in opinion regarding the proper way to pronounce Cornish place names made Trevemper Bridge difficult to locate, so it is to be feared though not a few were caught in the secret check that lay so cunningly concealed just beyond the quaint curving concrete viaduct. Then came Perranporth, the gateway, as it were, to Bluehills Mine, the last observed hill which the weary competitors had to climb. There was a short hold in the village to enable drivers and passengers to have a cup of tea at D M Healey's garage, and after miles of particularly dusty roads, it was very welcome.

Of all points through which the trial passes Bluehills Mine is probably the most remote and desolate. So great is the enthusiasm of those who follow the fortunes of the competitors, however, that 2 or 3,000 spectators gathered together in the valley and on the hillsides. The weather was brilliant and everybody was in holiday mood, all set to enjoy themselves; of in this they were assisted by several ice cream barrows and a motor fried fish shop! Due to the continuous fine weather the surface of the hill was bone dry and somewhat loose, large stones being strewn in the fairway. The solo motorcycles and the side car combinations having passed, there came next the three-wheelers, 10 of them, all Morgans and every driver an old hand at trials work. Each man was stopped and restarted at the bridge in the valley, and was of course, required to climb the hill non-stop. Those who expected to see hectic driving and spectacular performances were disappointed, as more decorous behaviour has never been witnessed. Each Morgan driver toured up to the hairpin, rounded it easily and carried on in a sure but unhurried manner. True G E Swift slipped his clutch a little and G Goodall did a rapid little sprint beyond the corner. A C Maskell, his "family" still looking as comfortable and as unconcerned as ever, found time to eat and apple on the way up. Probably the neatest climbs were made by G C Harris and H S Vidler. The

approach of D N Healey (Triumph), leading the cars in class 4, was heralded by the whine of the supercharger. He came up the hill very fast and was quite untroubled by the hairpin. It soon became obvious that every make of car in a class was easily

capable of climbing the hill and that all had sufficient lock to negotiate the hairpin without the least risk of bumping the bank. Not every driver knew the hill, however, and those who rushed the lower slope found themselves in trouble on the hairpin. A R Percival (Morris Minor) made a very good climb, so did most of the MG Midget drivers, but D C Buckingham, in a car of this make, went to wide on the hairpin and came near to turning over. With a large Easter egg dangling from his windscreen B C G Gray (Singer Junior) treated the hill and the hairpin with absolute contempt, an example which was followed by the other Singer drivers and also by the Austin contingent.

The honour of the 1,100 cc class was worthily upheld by the leading driver, H E Symonds, (Riley), who rounded the hairpin with consummate ease and, about 50 yds beyond, changed up into second. Many other Riley drivers adopted similar tactics with almost equal success, but there were those who rushed the lower slope at a speed which brought their offside front wheels into more or less violent contact with the bank, G J Redgrove being one who bumped it with sufficient force to bend his mudguard. Very good performances were made by N G Stokes (Fiat) and C Anthony (Salmson), whilst the two sports model Rallys made most impressive climbs, their acceleration after the hairpin being loudly applauded by the crowd. Repeated bumpings had loosened part of the bank on the hairpin and when C L Clayton (Alfa Romeo) came up in the 1,500 cc class he was able, in spite of having gone wide, to force his car over the boulders. It was a determined effort and both front wheels left the ground, but he won through. D A Aldington (Frazer-Nash) also tried conclusions with the boulders, but stopped his engine and ran back. The crowd evidently was not used to a detachable starting handles, because when Aldington produced his and handed it to a marshal there was a roar of mirth, soon drowned, however, by the roar of exhaust, as with foot hard down, Aldington made up for lost time.

J Templeman (Standard) and S C H Davis (Aston Martin) made neat and fast climbs, but the two fwd Alvises were handicapped on the hairpin by their long wheelbase. R S L Latham-Booth made a good climb, however, but A G Gripper's model suffered rather from wheelspin. S C Stanley (Hyper Lea-Francis) was very good, and H E Eastwood (Swift), although he caught his bumper on the cliff side, went up in fine style. Admittedly rather slow but apparently irresistible, the team of four Trojans disregarded both hill and hairpin. Hitherto, beyond occasional bumpings, there had been no exciting incident, but there was one with a vengeance when J Torreme (Standard Saloon) hit the bank at such an angle that the car toppled right over onto its side. No time was lost in lifting it up and rushing to the assistance of the occupants, but by some marvellous chance they were quite uninjured and, what is more, there was not so much as a single pane of glass cracked in the body. Within 3 minutes Torreme had restarted his engine and was on his way up as the hill, neither he nor his woman passenger having got out of the car. None of the light cars failed to climb the hill, but, of course, those drivers who stopped on the hairpin lost marks even though they made a clean restart.

Even the climbing of Bluehills Mine does not mean that the run is over, for there is much hard going for the next 14 miles, including the crossing of a sort of miniature Sahara near Gwithian, before the main road A30 is read joined near Hayle. After that it is child's play to Penzance, when difficulties crop up again with the ascent of Paul Hill out of Newlyn. And, at long last, came "the end" and the feeling of exultation and relief when the final checking sheet was signed. Friends Taylor and Corin officiated and had a hearty handshake for hosts of folk whom they have welcomed in previous years, whilst a distinctive note was struck by the presence of the Mayor of Penzance.

The March Hare Trial

by Michael Leete

The sun certainly shone on Falcon Motor Club for what was billed as a "Mini-Classic". It wasn't just the clerk of the weather that was on Falcon's side. There was a handsome group of the trials elite to do battle with the Bedfordshire countryside. The organisers had hoped to have sections comprising some old tracks mixed in with visits to some of the clubs traditional PCT venues. Unfortunately the tracks had to be dropped in the rush to get a route approved, as they were all found to be adjacent to "black-spots" and although PR revealed no objection from the locals there wasn't enough time to negotiate the use of the access roads.

The entry assembled bright and early at Brickhill where the first two sections were located. Anthony Young's new VW Buggy was the main centre of attention. It's certainly some machine, the frame is made of light alloy, all plastic coated for protection. Most of the suspension comes from the States or is beautifully home-made. All drilled to reduce the unsprung weight. A two-litre VW type 1 engine provides the motive power. The surprise is that it's mid-engined, driving through a genuine Hewland trans-axle. Some tool! Nestling nearby was another formidable machine, no less spectacular, but a rather more familiar sight. Dudley Sterry had bought his MG J2 along, returning to do battle with the March Hare and try to regain the Falcon Trophy after an absence of some twenty-five years. There was another very welcome machine from way back then. Clive Kalber had come all the way up from Cornwall in the Runner Bean; the Capri based Ford Pop constructed by John Tucker-Peake in the early 1970s. Other well known Classic drivers included John Bell in his Escort and Giles Greenslade, whose father Dennis was another March Hare competitor all those years ago. Giles wasn't driving the familiar Greenslade orange Beetle. He was giving his old Sunbeam its first run in class 3 for many years. Giles dragged it out of the garage in the week, gave it a quick service and it was ready to go. He stepped back, took a look and didn't like what he saw; the old car was far too tatty for such a special occasion. So it was down to the local DIY for a couple of cans of Dulux so it could look its best on the day!

The first Brickhill section started at the far end of the wood. It began with a straight slippery climb up to the tree line where it weaved around the trees before a restart just before the hump at the top. This wasn't the difficult bit. The problem was at the bottom. It needed a fair old bit of welly to get over the mud to the tree line where the grip started. A number of people were caught out here, including Robin Howard, giving his Dutton Sierra its first outing. Everyone survived this first hill and the field went on to the second Brickhill section. This started with a blast up the gully, turning left at the sandpit to climb the steep bank. The ruts in the gully were bread and butter

to classic regulars but a bit of a shock to the debutantes. They were the downfall of both Reliant Kittens. First Ken Martin put the fan through the radiator. He cleaned the section OK but the steam at the top indicated an early trip back to Farnborough for Ken. Along came Dave Smith, going like a good 'un before "crack", the axle case split in two and there was a second Kitten in the dead car park. But not for long, Dave sportingly offered Ken his radiator and they soon made one good Kitten out of the two broken ones. Ken continued with the trial, ending up second in class.

It was up with the tyres and out on the road for the run up to Edlesborough. There was quite a queue for the regularity section here, lucky for Giles Greenslade as it gave him time to fix a puncture. You had to drive at 7.5 miles an hour for 1,320 feet. The intellectuals, and those with schoolchildren as passengers, quickly worked out this should take two minutes and most of the entry crossed the line within a few seconds of this. However, the test did have another effect, it caused a bit of a queue and spread the entry out for the rest of the trial. There had been some rain the night before and grip was at its usual premium at Edlesborough. The first problem was getting to the start of Observed Section three and Dennis the landowner was there with his tractor to give a helping tow where needed. There was a tricky restart at the end and only Murray MacDonald and Giles Greenslade,



Clive Kalber just leapt at the chance to give "The Runner Bean" a run back where it was born. The section is Edlesborough. (Photo: Michael Leete)

running at the back of the field, emerged with clean sheets. The next section had a sharp turn in the bomb hole. Murray and Giles cleaned this as well but this time they were joined by Simon Robson, John Bell and Ken Martin, making up for lost time in his repaired Kitten.

Cliff Morrell was waiting at Kensworth. There had been last minute problems when the hills had to be changed to preserve the grass in the far field. However, Cliff laid out a couple of good sections with his trademark of a tricky turn just where the gradient steepens. The first hill went up the side of the fence. It was very slippery, defeating everyone but Dudley Sterry and Clive Kalber, who both made superb climbs, Dudley's blower howling in joy as he crested the summit. Clive wasn't so fortunate on the next section, which went up the track behind the old barn, turning sharp right through the gate with a restart in the cross ruts. These caught out quite a few people, including Clive and Neil Bray.

Mile Tree Farm was new to many people although it is the home of the CSMA's annual trial. This was a long roller coaster section with many ups and downs. Over half the entry failed to climb the final bank, including Giles Greenslade, which put Murray MacDonald into a three point lead before heading out on the second circuit, which led back to Edlesborough. The two sections here had not been changed much since the morning, but the surface was much drier and grip was easier to find so the only failures were those who made silly mistakes, like Simon Robson, Fred Gregory and Colin Stevens. Sorry boys!

Back at Kensworth Cliff Morrell had made a few subtle changes, not many, but just enough for half the entry to fail the first hill again, although the second one was much easier. John Bell didn't get this far as he was stopped at the side of the road with a hole in his diff casing. He wasn't very pleased as he had broken his second "unbreakable" Fack on the Cotswold Clouds and it looked as if the damage on this third one had come from within. The second visit to Kensworth had also affected the leader board. Murray MacDonald had spun to a halt on the first section, dropping three and putting him back to equal first with Giles. He was to regain it back at Mile Tree though as Giles was one of many to be penalised nine when he bellied out on one of the humps, putting Murray into an unassailable lead. These humps were a bit of a handful for some of the lower slung cars and John Yorke did a bit of damage to the front of his Skoda.

Later numbers returned to Brickhill to do their thing in front of the early finishers. The penultimate section was a very long weave through the trees. It was pretty tight but still on for most people, except James Lindsay who wedged his Fugitive on one of the bends. The final section was another trip up the gully, followed by a nice blast round the sandpit, to finish off a really super day. Murray MacDonald was the worthy winner, although he acknowledged the class 8s were handicapped with some tough restarts and a high tyre pressure limit in the morning. Giles Greenslade had put up a good fight in the Sunbeam but the day had a final twist for him as the diff on the Sunbeam cried enough just half a mile up the road on the way home.

Murray's March Hare

by David Alderson

Having tested the waters with a successful single venue 'classic' regulations trial last year, Falcon Motor Club ventured forth again on the 18th of April extending the event to four sites just south of Milton Keynes linked by a pleasant 65 mile road route. Generous event sponsorship from Murray's Independent VW-Audi Discount Store enabled the club to put together a tidy little trial. Add the cancellation of Silverton MC's Championship Exe Valley trial, and Falcon was able to assemble a star-studded entry of thirty-two for their first serious attempt at a road trial for many a long year. Assembling for the start at Home Farm, Great Brickhill, competitors and marshals alike were able to enjoy sizzling bacon butties dispensed with a smile from the club's own catering caravan whilst scrutineering and signing on formalities were completed.

Mike Furse in his Racecorp led off into the first two sections amongst the trees and gullies of the sandy Home Farm site. Surprisingly enough, despite the available grip, Section 1 took maximum penalties from eleven of the entry whilst Section 2 also contrived to extract marks from seven hapless souls. Out onto the public highway for the start of the day, the route meandered along the back lanes to Leighton Buzzard and then on to Edlesborough for the first special test and second pair of sections. For those unfamiliar with the Herts, Beds, Bucks area let me explain that it is not particularly hilly but is blessed with an assortment of sand pits and clay pits. The sand is extracted for various commercial uses whilst the clay is used to feed the areas traditional brick making industry. Situated on the lower plain below the Dunstable Downs escarpment, Edlesborough is a knob of chalky clay covered in patchy scrub and gorse bushes. The site is notorious for its complete lack of grip when wet and that is how competitors found it on the morning of the March Hare after the previous afternoons heavy rain!

Special Test 1 took the form of a quarter mile regularity set at 7.5 mph all on a loose slippery track incorporating both a ninety-degree right and ninety-degree left turns. Despite the notorious inaccuracy of trials car speedos five competitors managed to drop only one second penalties, the most distant attempt being some 34 seconds adrift of target. Straight into Section 3 on the aforementioned grass covered clay hillside. The Alderson Troll made the first attempt but brain fade caused an embarrassing failure when the Troll attempted to mount a bank, which could easily have been circumvented in the early part of the section. John Bell, another ACTC expert followed suit in his Escort a few cars later. The section was sub divided at 12 - 9 - 6 - and 3. For a long time it looked as if three was going to be the best score. But right at the end of the entry both Giles Greenslade in his Sunbeam and event sponsor Murray MacDonald in his 1300 Beetle mastered the hill. Section 4, a little further over, had a restart for classes 7 and 8 followed by a steep bank, which proved impossible to climb from such a short approach. The other classes were more fortunate and John Bell made up for his previous faux pas by cleaning the section. Greenslade, MacDonald and Rob Cull, Midget, joined him.

Back out on to the highway, the route made its way round the back of Whipsnade Zoo to Kensworth, just south of Dunstable, for the third pair of sections on the steep grassy bank used so often for PCTs. A traditional climb up, drop down, then U-turn back up section was laid out with a restart on the last uphill leg. Only Dud Sterry's MG and Clive Kalber's 'Runner Bean' Pop managed cleans here although Ken Martin managed a three with his PCT prepared Reliant Kitten, as did Anthony Young in his new 'Aly 2' VW

Special. The MacDonald/Greenslade duo joined them. Section 6 featured a hairpin back right obscured from the driver's view behind a barn, followed by a restart. Both Clive Kalber and Neil Bray in the Skoda were caught out here along with George Francis in his very pretty Lancia Volumex powered Marlin running in class 8.

A short drive through Dunstable and Hockliffe, back towards Leighton Buzzard brought the entry to the old worked out pits of Mile Tree Farm for Section 7 and the second special test. As the locomotives built up steam on the local narrow gauge railway adjacent to the site, trials cars were bounced and corkscrewed over and through the mounds and gullies of Mile Tree Farm. There were ten cleans on section 7 including the very smart Dutton Phaeton of Keith Oakes and Simon Robson's Skoda. The traditional battle between the Falcon Skoda crews now leaning very much in Simon's favour. James Lindsey also managed to persuade his long chassis Fugitive round for a clean but Giles Greenslade bottomed out the Sunbeam dropping three. The special test was a corker, more a timed section in the style of the MCC testing trial. Andy Curtis made the best time at 27 seconds in his Buggy but Simon Robson was on the same second. The next fastest were two seconds off the pace.

With the morning's overcast clouds clearing and a drying wind lifting the gliders high above Dunstable Downs, the trial returned to Edlesborough for another crack at the previously slippery pair of sections. Joint Clerks of course, John Parsons and Mike Pearson decided to drop the mornings tyre pressure limits, 15psi for class 8 and 12 psi for class 7, allowing free pressures. Sadly this proved totally unnecessary as the site had dried out in double quick time, the result was a string of cleans on Section 8, only Simon Robson going wrong, with just Fred Gregory and Colin Stevens Duttons failing to get away from the restart on Section 9. The day's second visit to Kensworth produced seven cleans from the up and down section with Mike Furse applying his intimate knowledge of the site to make the first clean climb. Mike has been PCT C of C here many times in the past and knew exactly where the grip would be on the restart. The Alderson Troll dropped another goolie here when the pilot lost his way amongst the marker posts! Everyone knew about the hairpin right on section eleven this time around so the organisers only managed to extract marks from Brian Sarney in his attractive class 2 Ford Y type tourer. Back to Mile Tree Farm for another roller coaster ride around the pits and the third special test, test two in the reverse direction. Making up for a lacklustre day on the hills, the Troll snapped round in 23 seconds for fastest time with Andy Curtis again following close on the same second.

And finally the trial returned to Great Brickhill for Sections 13 and 14 amongst the trees and sandy gullies. Despite double restarts for classes 7 and 8 on the last section almost everyone made it in to the finish with no further losses. As the Falcon catering caravan dispensed burgers, tea and coffee the results team beavered away in the club's second caravan. Within an hour of finishing results were declared and awards presented. Class winners were Giles Greenslade, Simon Robson, Clive Kalber, Dud Sterry and Rob Cull. Best Falcon MC member was Clive Booth. The overall winner? None other than event sponsor Murray MacDonald! Well done Falcon MC, a pleasant day out which all competitors seemed to enjoy, already there are murmurings within the club for an even more ambitious route next year, perhaps some of the old, more traditional, Conquest trial sections can be resurrected?

NEWS.....

Dudley Sterry, in an attempt to find the extra 100 bhp he said he was after in order to win the Wheelspin this year was seen out on the VSCC Exmoor Fringe Trial at the beginning of February. Second gear proved very successful, but not successful enough to win. Dudley came second overall, 12 points behind Barry Clarke. Barry dropped only 3 points all day. At the pub at the finish Dudley said, "What an amazing car the Austin 7 is - pity I have to go back to the old supercharged MG tomorrow for the Cotswold Clouds". Other ACTC contenders seen out on the moors were Anne Whellock, Jeremy Flann, Bill Faulkner and Tessa Alcock.



Dudley Sterry and his navigator in the woods on the VSCC Exmoor Fringe Trial, 6th February 1999.

(Photo: Trevor Short, Text: Anne Whellock)

MARKET PLACE

FOR SALE

Win a Triple in 2000. VW Class 6 Beetle considered by some almost impossible to stop. 1970 cc engine, 100% reliable, all standard parts, heater, will cruise all day at 80 mph. Nothing left to improve, 4 new tyres on vehicle, 12 nearly new spare tyres and 6 spare wheels. Many, many awards, including 1998 MCC Baddeley Award.

Very genuine reason for sale. For details phone Graham Brasier 01726 814653 (Evenings)

FOR SALE

Cannon 1650 cc, with new engine. Extremely attractive well sorted competitive car, tax exempt. £4,500. For details phone Brian Bradshaw, 01327 01327 857215 (Nr Silverstone)

FOR SALE

The FPS Special - attractive, individual car with high class aluminium bodywork. Small amount of work required. Class 8 competition at the give away price of £1,000. For details phone Brian Bradshaw, 01327 01327 857215 (Nr Silverstone)

Type 4 Engines in VW Beetles

In the January issue of Triple, those of you who read this august publication will have noticed an article purporting to be the planned way forward for the restriction of the performance of VW Beetles. This was not an agreed plan, but a proposal put forward by Messrs Butcher and Green as a solution to what they perceived to be a problem. The ACTC Technical Panel has discussed the merits of the route proposed on several occasions, and has always felt that the introduction of tuning restrictions in any class is a potentially dangerous road down which to travel.

It is my belief that the overall success of our sport is in no little way down to the liberal freedom given to competitors to make their own judgements on engine and suspension modification. (And therefore their own mistakes!) We have one restrictive formula class. As the debate is about Beetle performance it is particularly relevant as it provides a place for those who believe in restrictive tuning to enter under terms that should be acceptable to them. The 1300cc split has to stay at this level in order to provide parity with the Skodas. They have a hard enough time keeping up with fancy 1300cc Beetles without giving the VW's a capacity increase.

For those of you who do not understand the intricacies of VW technology, perhaps a little recap on what is going on might be of interest. Air-cooled VW Flat 4 engines come in two forms. The traditional Beetle engine, which has its roots in the 1930's, and the so called "Type 4" engine which was designed as an improved version of the air cooled concept in the late 1960's, drawing on VW's long experience of air cooling, augmented by that of Porsche. It was called the Type 4 as it was used predominantly in the VW 411 and 412 series of saloons. It was intended that this motor would supplant the original engine, but almost as soon as the engine had been launched, fuel economy and exhaust emissions became hot political subjects. As these are not exactly strong points of any air cooled engine the writing was on the wall even before the engine was launched and within 5 years both the Type 4 and the original Beetle were dead as far as the all important American market was concerned. Interestingly, Ron Butcher accuses the engine of being a commercial unit, and like car engines from many manufacturers it was used in VW's bus and van range, but its first public appearance was actually in the little known VW-Porsche 914. It is therefore arguably truer to say that this is actually a sports car engine - for those of you who say "Aha, it is a therefore a Porsche engine and should not be used in a VW" I would point out that the 914 was marketed, in Europe at least, as a VW-Porsche because VW provided the engine for Porsche's chassis.

The engine appears in trials Beetles by application of the rule that states a different engine may be used, provided it is from the same manufacturer and of the same configuration as the original. This rule was originally written to provide flexibility in the Ford camp to allow the use of the wide variety of engines in any of the alternative bodysells.

The engine is popular with trials folk as it produces more torque than the original, and being a younger engine has more tuning potential than the original. Being an engine with a relatively short production run, parts can be more expensive or harder

to find. This is an argument raised by Ron Butcher, but should we dictate to people

how they should spend their money? Success is not about cost, and whereas one person might balk at spending money buying a part from a dealer, they might be happy to spend a lot of time rumaging at auto jumbles or sales to get the same part at a fraction of the cost. How expensive was this time? Ron's argument is rather negated by the fact that the largest engine cited by him has been built by someone who is not exactly one of the sport's millionaires. Ron also cites the high power output of these engines in tuned form, but has anyone considered the general rise in power outputs of vehicles across all the classes. Some of the class 8 cars have higher power to weight ratios than Formula 3 racing cars.

As a footnote, elsewhere in this issue there is a list of choices of vehicle amongst championship entrants. It is interesting to note that there are twice as many contenders in the "open" class as there are in the restrictive one. Is this what they call voting with ones feet?

Simon Woodall
Technical Panel Chairman

Fourtune Engineering

Trials cars preparation & fabrication specialist.

Complete car preparation & modifications.

Windscreens made to your drawings.

Tyre racks, sump guards etc.

Air bottle repairs & refills.

Trial tyre gauges 0-30 psi with quick deflate valve.

If you need it making or mending give me a ring.

Steve Holder. It may not cost you a fortune.

4, Withybridge Gardens, Cheltenham, Glos GL51 9TL

Junction 10 - M5

Tel: 01242 680620 Mobile: 0973 128189

Dear Editor,

In the March issue of Restart is a tribute to my old chum, Buster Griffin, written by my equally old chum, Keith Lee. I endorse every word, for Buster is a marvellous character – always enthusiastic, always helpful. His win in last year's ACTC Trials Championship (the Pouncy Trophy) was as popular as it was well-deserved.

On the outside back cover of Restart is a small photograph of Buster, where his handsome features are completely invisible. To make amends, here is a picture of our hero, showing his chubby face in all its glory. It was taken by one time car trials driver, Gordon Francis.

Keith Lee explains how Buster got his nick name. All well and good, but how do we account for the fact that Buster's brother is named Nobby? Both the Griffins were successful solo scramblers in years gone by, and in fact Nobby still rides today, in events restricted to pre 1965 machines.

Buster is said to live at Ilton, but the village is actually Ilton, and he is said to have owned a BSR, presumably a misprint for BSA? Keith Lee did not mention the sad fact that on his way to compete in the Welsh Two-Day Enduro a couple of years ago, Buster's bike was stolen.

Ralph Venables

(Buster himself provided the photograph for the cover, the spelling mistakes were due to Keith's handwriting, but I guess even a hard and fast car person like your editor should have realised about a BSA – Ed)

(Ilton veteran, Buster Griffin, winner of last year's ACTC Pouncy Championship, pictured in a long distance Somerset trial, on his 225cc Yamaha Serrow.)

Letters



Dear Editor,

I feel I must reply to the allegation reported in the March issue of Restart by Keith Lee. I will say this, I was honoured and proud to win the Pouncy Trophy in 1998. Keep your feet up Keith Lee and you can try again in 1999.

I would like to point out that I have never used a hammer and chisel on any of my machines, but if Keith Lee brings his outfit around I will practice on it. Secondly I have never frightened old ladies off the road, when driving my grain lorry along the A30. My team riders know the law from the start, feet up or not.

Yours sincerely,

Buster Griffin

Dear Pat

As part of the preparations for the new ACTC web site, it struck me that it would be a good idea to put people's vehicles in the championship tables so that outsiders could see what sort of cars / bikes we use. I did not get as far as doing the bikes before publication date crept up on me and there were a few people whose names I could not immediately put vehicles to. It did create an interesting off shoot which I have reproduced here, which is the spread of vehicles used. The numbers in brackets refer to the class entered, where a vehicle might be eligible for more than one.

A-H Sprite 2	Marlin 14	Rickman Ranger 1
Allard 1	MG J2 2	Riley 9 1
Arkley Spl 1	MG Metro 1	RLT Husky 1
Austin 7 7	MG Midge 1	Shopland 2
BMW 1	MG Midget 6	Singer 1
Cannon 7	MG PB 1	Skoda 6
Citroen AX 1	MG TA 1	Sunbeam Talbot 1
Dellow (7) 3	MG TC 1	Troll 5
Dellow (8) 5	MGB 1	Vauxhall Nova 1
Dingo 1	Mini 1	Vincent 1
Ford Anglia 2	Morgan 2	VW Baja 4
Ford Escort 14	Morris Minor 1	VW Beetle (4) 6
Ford Popular 3	Opel Kadett 1	VW Beetle (6) 12
Ford Spl 5	Peugeot 205 1	VW Buggy 9
Hillman Imp 3	Peugeot 205 1	VW Golf 1
Lada 1	Peugeot Shuttle 1	Westfield 1
Leige 1	Reliant SS2 1	Unknown 8

Simon Woodall

I am sorry, I don't play golf

by David Alderson

Every so often I receive an invite from one of my suppliers or some trade association, to attend a golfing day out, presumably with a view to furthering business. I'm afraid that golf is a game which never caught my imagination. I was fortunate enough to be given a Golf Mk1 GTi company car way back in 1980, the original hot hatch, and I spent a terrific year scorching across Europe frightening the living daylights out of big euro-saloons, but apparently that's a different game. The act of firing little white balls into the far yonder by application of a long thin bat of might prove over stimulating to me, so what I always say to a golf invite is, "Thank you, but I'm sorry I don't play golf". When incredulous response of "How do relax" comes, I answer "By ringing the neck of a competition car and occasionally riding my motorcycle, nothing too strenuous".

Now I began to wonder if perhaps I was missing out on something because often on my travels I encounter other business travellers lugging along a huge golf bag to supplement their briefcase. Was I too intent on my business to take some relaxation away from home? Surely not, I began to think over some of my motor sport influenced adventures enjoyed during the course of business trips.

I am an international heavy transportation and heavy lifting contractor, so for many years now I've been globe trotting and being a trials/racing/motor cycling man it's not unusual for me to indulge in a spot of unofficial motor sport when I have time to kill in a likely location. It would be unwise to detail ferocious trans-european road races in the aforementioned GTi or its Lancia HPE predecessor, against colleagues mounted on similar hot rods of the period, and against in-house elapsed time records between various European industrial areas, no I'm much older and maybe wiser, so let me now recall some adventures I am prepared to own up to!

My early forays into Europe mostly involved transiting France, home of the world's most famous race circuit, Le Mans. Now I can't claim to have raced around the charismatic Sarthe circuit but I have routed some of the largest and heaviest category 3 abnormal loads smack down the Mulsanne Straight. It's an RN and a recognised Convoi Exceptionnel route.

I spent a lot of time working on the Isle of Man where I've often found myself heading out of Douglas from Quarter Bridge in the Union Mills direction, a quick glance at my watch, a stamp on the throttle and some 40 minutes later I'd be barrelling down the mountain from Bungalow Corner planning my nip through Governors Bridge, can't explain it, something just seems to happen to me! Perhaps the most memorable of TT lap I've been associated with occurred one summer Sunday afternoon about 8 years ago. We were moving three 130 ton diesel engines from Manchester to the new Douglas power station. I had flown home for the weekend leaving my crew on the island with a 250 ton capacity Mack heavy haulage tractor, 9' 6" wide and weighing 40 ton, it had a top speed of about 22 mph but of course the ability to pull a house down! I returned to Douglas on the Monday morning and naturally enquired of the boys how they had spent their Sunday off. "I suppose you spent the day at Foxy's bar as usual", "No", they said "We took the Mack round the TT course, it wasn't a very fast time but nobody passed us!"

For a couple of years in the mid 1980's we had an operation in Egypt, again doing mostly power station work. One contract was way out in the Western desert about 400 miles below Cairo. We had a Land Rover runabout and on one hot (50 c) afternoon I decided to take it trialling. My foreman Jim came along as bouncer and we had a couple of beers chilling down, wrapped in wet cloths. I found a steep stony hill with some apparently derelict ancient buildings on top, an ideal challenge. We must have spent a good hour attacking the hill and eventually after much previewing, back tracking and a daring cross camber nip, I triumphantly coaxed the boiling 4 by 4 over the summit lip and amongst the old ruins. Instantly, even before we could break open the beers, we found ourselves surrounded by a group of Egyptian conscript soldiers nervously peering over the top of their Russian made AK47 rifles! "Libyan?", they shouted, "No" Jim shouted back stabbing his finger in my direction, "English, Lancastrian, trials driver, crazy!" We gingerly climbed back into the Land Rover and swiftly returned it to the desert floor and relative safety leaving our would be captors with a gratuitous handful of ball point pens, the currency of the Egyptian conscript at that time!

One of my clients sent me out to Greece about 6 years ago, to carry out a feasibility study and route survey for the potential delivery of an oxygen plant to a gold extracting operation in the mountains above Thessalonika. It was winter, there was snow on the ground up there, but the air was still and clear and the unsealed, graded haul rods were dry and dusty. Apart from me in my rented Toyota there was just an occasional 8 wheeled tipper truck or logging trailer lumbering up or tip-toeing down twisting mountain haul roads. After the best part of the day spent on getting in and out of the car taking measurements, photos and looking under several bridges I was really freezing and with the light just beginning to fade I decide the head back to civilisation and my warm hotel. I took one last look up my route over the mountain and suddenly there was, my very own personal Pike's Peak hill climb, what better way to warm up. I jumped back into the Toyota, buckled up tight and floored the throttle. Within a couple of minutes I was well into a rhythm, foot to the boards, soaring between the intermediate gears, an exhilarating, fluid sideways perpetual motion! Eat your heart out McRae, eat your heart out Avis! I must have covered 10 maybe 12 km making even bolder and longer slides round each successive bend when inevitably, as I power drifted almost flat out in fourth through a daunting left hander and with the long sheer drop over to the right a giant snub nosed Volvo N10 logging trailer loomed out of the twilight, slap in the middle of the road not 50 metres in front of me, the big Greek handler manfully holding it in check as he eased down towards his favourite bar or restaurant for the night. I slammed the Toyota down a gear and fired it into the wide drainage ditch on the left, which fortunately contained no large boulders at this point. I managed to lose all my speed and then trickled the car back up onto the road. I got out and walked back the bend and but the truck was gone, two bends down and still roaring and hissing as the driver alternated from brake to retarder, just the tail lights glimmering in his dust cloud. I wonder did he see me, did he believe what he saw, did he even care? I continued in a subdued manner to Thessalonika suddenly feeding much older and considerably wiser.

I've worked on the Channel islands several times bringing very large LPG storage tanks in for the gas company. Now I've never had a clear shot at the Guernsey speed hill climb because it is basically the main road out of St Peter Port towards the airport, but Bouley Bay in Jersey is something quite different. It's just a quiet winding dead end road from a small stone jetty to the main road at the top. There is a nice pub at the bottom and one day whilst killing time and waiting for an evening flight out, I went for lunch there. I had a rented Fiesta and it was a lovely spring day, very quiet, just one or two other people at the pub. I'd finished my lunch and noted two elderly ladies setting off up the hill in a Metro. I settled to my bill, paid a call of nature and ambled across to the Fiesta. OK I thought, now's my chance to blast up a Bouley Bay speed climb. I made an excellent start, minimal wheelspin on, perfect gear change, I was flying. Through the first couple of bends, no problem, up the main straight and edging out the left, foot covering the brakes for the tight right at Radio bend, down through the box, turn in, Aargh!! Two elderly ladies in a Metro doing 5 mph up out of Radio bend, nothing else for it, into the bank, sorry Avis.

Tortola in the British Virgin Islands is 50 miles long, 1.5 miles wide and 1,500 ft high, basically it's a ridge back of rock with the coast road down each side and several spectacular roads crossing the spine. It's my favourite Caribbean island and I've being paid to work out there a couple of times bringing big diesel sets into the new power station. I found a road/section just like Darracott only more so more so, it was actually sealed surface, tarmac in places with the rough concrete on the hairpins and even steeper than the famous Lands End section, particularly in the hairpins. I've climbed it a couple of times in the dry using Daihatsu and Suzuki jeeps, but one day I came to it just after a typical Caribbean rainstorm. "There's no way you going to drive it today Mr Moustache, better go back to Roadtown" said the local down by the beach. Challenge or what? and well of course I made it but it took a lot of whelly and wheelspin and it nearly didn't come off. If you ever get out there this section climbs out of Brewers Bay, don't miss it.

Of course over the years I've take a lot of unsuitable rental cars up unlikely looking tracks in far-flung corners of the world but as well as my somewhat delinquent driving adventures I also enjoyed finding unusual vehicles such as the pre war American Packards and Buicks still in service as taxis on the Nile road in Egypt or the remanufactured Chevys and De Sottos outside a motorcycle shop on the Italian/Swiss border, one of which was a genuine pre war ISDT trials bike, had my picture taken with it. The 1930 Renault ice cream van in the main square in Brugge, early 50's racing power boats tucked way in old sheds in the boat yards on Lake Como, there are all manner of old machines around the world which help me relax, no I'm not ready for golf lesson yet!

(PS – Jonathan and I have just come back from a wonderful long weekend on Jersey with TJ 5000. We took part in a celebration of 100 years of motoring on the island. Perhaps I might tell it detail when I'm short of copy, BUT of course we took the Cream Cracker up the Bouley Bay course (3 times actually). It was great fun but, luckily, we didn't meet David's old ladies. – Ed)



Peter Fear, 1999 Kyrle winner on Pludds.

(Photo: Derek Hibbert)



Mike Workman on Waterworks, 1999 Kyrle Trial.

(Photo: Derek Hibbert)

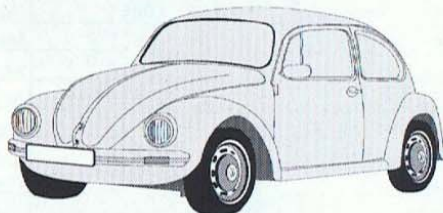
KYRLE TRIAL RESULTS

Class Mark Time				Class Mark Time			
David Haizleden	1	36	86.5	Peter Fear	8	5	84.8
Terry Coventry	1	65	62.9	Mike Workman	8	7	63.4
John Ludford	1	93	58.9	Adrian Dommett	8	7	80.1
Bill Bennett	2	66	F	Ian Davis	8	9	63.8
Peter Treliving	2	68	F	David Foreshew	8	9	83.2
Paul Bartleman	3	36	81.9	Dudley Sterry	8	15	90.2
David Heale	3	38	102.2	Antony Young	8	16	58.5
Emma Flay	3	42	93.0	Tony Rothinn	8	18	102.2
John Bell	3	45	102.5	Robin Preedy	8	19	95.7
David Miller	3	51	F	Eric Wall	8	20	82.6
John Cox	3	52	88.8	Dean Partington	8	21	77.8
Stuart Deacon	3	58	63.8	Phil Potter	8	24	81.5
Peter Thompson	3	72	126.5	Mike Chatwin	8	27	82.2
David Symonds	3	R	105.4	David Thompson	8	27	97.6
Neil Bray	4	34	124.2	James Lindsay	8	33	80.5
Matthew Sharratt	4	40	108.2	Bryn Corfield	8	33	117.1
Giles Greenslade	4	42	80.4	Neal Vile	8	34	124.7
Michael Leete	4	46	F	Stuart Harrold	8	41	78.5
Richard Peck	4	50	89.5	Ross Nuten	8	45	88.7
Simon Robson	4	57	81.7	Clive Booth	8	50	108.4
Murray MacDonald	4	59	94.7	John Parsons	8	56	88.7
David Sargeant	4	66	111.6	Tim Foster	8	R	73.6
Mike Wordsworth	5	R	91.5	Charles Shopland	8		R
Nigel Allen	6	18	66.9	Adrian Linnekor	8		R
Mike Hobbs	6	43	96.2	Dave Mason	A	8	57.1
Mark Smith	6	44	102.9	Ben Falconer	A	17	51.5
Terry Ball	6	57	80.6	Nick Jones	A	23	52.3
Julian Dommett	7	9	61.4	Derek Legg	A	25	55.1
Adrian Marfell	7	15	86.4	Buster Griffin	A	35	F
Roger Bricknell	7	23	78.9	Bill Hannant	A	44	58.4
Mal Allen	7	38	86.1	Rex Bendall	A	65	67.5
Tim Lakin	7	39	82.7	Martin Heaney	B	24	50.1
Tommy Kalber	7	49	91.2	Victor Hanby	D	77	
Bob Richards	7	72	155.9	Michael Wadsworth	E	107	F
Simon Woodall	7	R	99.7				

Report to follow in the next issue.

CHAMPIONSHIP CHAT

It appears that summer is here again and we can all have a short break in which to put our cars back together again. Although I suspect the majority of us will get around to it the week before the Taw & Torridge!



The tables are making interesting reading and can be found opposite.

Adrian Dommatt is carrying on his dominance of the Wheelspin with Julian Dommatt chasing close behind. Arthur Vowden is however only 6 points off the top position despite having competed in two events less. Can he break the recent Dommatt stranglehold on this trophy?

The Crackington is somewhat misleading, again due to the number of events that have been competed in by those occupying the higher positions. Without doubt David Haizelden has a very comfortable lead as we go into the summer break. Others to watch closely however must be Pete Treliving and Nigel Allen, both of whom have looked very competitive so far.

The Pouncy League is being led by Dave Mason with a significant points difference over second placed (and last year's winner) Buster Griffin. I am however awaiting the results of the End to End Trial which was added this year in the absence of the Exe Valley. This could have a significant impact on the top positions.

In the Navigators championship, Judy Phillips has maintained her place at the top with Chantal Greenslade and Antonia Dommatt a little further behind.

And finally the Team League. We may still be in the very early stages but this looks like another very convincing win by VW Del-Trac is on the cards.

As always please check your results carefully over the summer and check that they agree with those printed, and if you have any disputes call me as always on 0181 549 4161.

Have a great summer.

Giles Greenslade

CRACKINGTON LEAGUE															
		Exeter	Clee Hills	Exmoor	Torbay	Lands End	Kyrle Trophy	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total
Adrian	Dommatt	1	11.0	11.0	9.0	3	9.0								44.0
Giles	Greenslade	3	8.6	10.4	8.0	3	8.8								41.8
David	Haizelden	5		10.3	10.5	5	10.3								41.1
Julian	Dommatt	5		10.0	9.9	5	10.8								40.7
Adrian	Marfell		10.8	9.0	8.9		9.8								38.5
Peter	Treliving	5		10.2	10.3	3	9.2								37.7
Roger	Bricknell	1	9.8	8.0	6.9	3	8.8								37.5
Bill	Bennett	5	8.0	9.2		3	10.2								35.4
John	Bell		9.5	8.7	8.0		7.9								34.1
Murray	MacDonald		9.6	9.4	9.0		4.8								32.8
Paul	Bartleman		10.5		11.0		10.9								32.4
Arthur	Vowden	5		11.0	10.9	5									31.9
Terry	Ball	3	9.5		8.5	3	7.4								31.4
Nigel	Allen			10.3	9.5		10.4								30.2
Dudley	Sterry	3		5.0	10.0	5	5.0								28.0
Neil	Bray	1	6.6		6.0		10.8								24.4
Charles	Shopland		8.0	10.0	6.0										24.0
David	Heale				11.0	3	9.9								23.9
Mark	Smith	3	10.5				8.4								21.9
Peter	Fear			7.0	3.0		11.0								21.0
Anthony	Andrew	1		9.3	10.5										20.8
Jim	Scott			8.4	10.0	1									19.4
Bill	Foreshew		7.0	4.0	8.0										19.0
John	Ludford	1	9.4				8.3								18.7
Michael	Workman				7.0		10.0								17.0
Anthony	Young			9.0	2.0		6.0								17.0
Barry	Clarke		11.0		5.0										16.0
David	Symons	1			9.5	5									15.5
Mal	Allen			7.0			7.8								14.8
Alun	Lewis		8.8		4.9										13.7
John	Cox	3		6.7		1	5.9								13.6
Dennis	Greenslade	3	10.2												13.2
Phil	Potter	5			5.0	3									13.0
Peter	Thompson		8.5				3.9								12.4
Richard	Peck		5.6				6.8								12.4
Emma	Flay	3					8.9								11.9
Philip	Roberts			4.7	7.0										11.7
Adrian	Tucker-Peake	1	10.4												11.4
Ian	Moss	3			8.3										11.3
Ian	Davis	3					8.0								11.0
Nigel	Moss				11.0										11.0
Michael	Leete	3					7.8								10.8
Simon	Woodall	3	7.8												10.8
Mike	Wordsworth				10.4										10.4
Dave	Alderson		10.0												10.0
Jeremy	Flann		10.0												10.0
Robin	Preedy	1	6.0				3.0								10.0
Simon	Robson	3				1	5.8								9.8
Matthew	Sharratt						9.8								9.8

CRACKINGTON LEAGUE

		Exeter	Clee Hills	Exmoor	Torbay	Lands End	Kyrie Trophy	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total
John	Looker	3	6.5												9.5
Terry	Coventry						9.3								9.3
Tim	Whellock				9.3										9.3
Adrian	Linnecor		9.0												9.0
Tessa	Alcock		8.5												8.5
John	Sargeant		7.5			1									8.5
Gerald	Burridge	5				3									8.0
Peter	Hart	1		4.0		3									8.0
Rob	Smith	5				3									8.0
David	Miller	1					6.9								7.9
Keith	Sanders	3			3.9	1									7.9
Roger	Ugalde				7.9										7.9
Tony	Squires	1	6.8												7.8
Mike	Stephens		7.6												7.6
Bill	Faulkner		7.0												7.0
Michael	Warnes	1			5.9										6.9
Tim	Lakin						6.8								6.8
Paul	Allaway				6.5										6.5
Jeff	Buchanan		6.5												6.5
Jason	Collins			6.0											6.0
Tony	Branson		5.8												5.8
Tommy	Kalber						5.8								5.8
David	Bache	1	3.0			1									5.0
Graham	Brasier	5													5.0
Tim	Foster		5.0												5.0
Greg	Warren	5													5.0
Bob	Richards						4.8								4.8
Stuart	Harrold	1				3									4.0
Dennis	Johns	3				1									4.0
Edward	Painter		4.0												4.0
Tony	Rothin						4.0								4.0
Andrew	Brown	1			2.9										3.9
Michael	Hayward		3.8												3.8
Brian	Bailey	3													3.0
Frank	Burton				3.0										3.0
Peter	Evans	1		2.0											3.0
Andrew	Green			3.0											3.0
Colin	Perryman	3													3.0
John	Summerhayes					3									3.0
Mark	Tooth	3													3.0
David	Turner				2.0	1									3.0
Julian	White		3.0												3.0
Chris	Bale	1				1									2.0
David	Thompson	1				1									2.0
Hazel	MacDonald	1													1.0
John	Parsons	1													1.0
Mike	Pearson					1									1.0
Mark	Rosten					1									1.0
Neal	Vile					1									1.0
Keith	Vipond	1													1.0
Martin	Wyatt	1													1.0

WHEELSPIN LEAGUE

		Exeter	Clee Hills	Exmoor	Torbay	Lands End	Kyrie Trophy	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total
Adrian	Dommett	1	10	8	5	3	8								35
Julian	Dommett	5		5	8	5	7								30
Arthur	Vowden	5		10	9	5									29
Dudley	Sterry	3			7	5	2								17
Adrian	Marfell		9		4		3								16
Giles	Greenslade	3		9		3									15
Paul	Bartleman		7		6										13
Peter	Fear			3			10								13
Terry	Ball	3	5			3									11
Roger	Bricknell	1	6		1	3									11
Mark	Smith	3	8												11
David	Haizelden	5				5									10
Nigel	Moss				10										10
Anthony	Young			6			4								10
Ian	Davis	3				6									9
Michael	Workman					9									9
Bill	Bennett	5				3									8
Gerald	Burridge	5				3									8
Phil	Potter	5				3									8
Rob	Smith	5				3									8
Peter	Treliving	5				3									8
Charles	Shopland			7											7
David	Symons	1				5									6
Graham	Brasier	5													5
Greg	Warren	5													5
Dave	Alderson		4												4
Stuart	Harrold	1				3									4
Peter	Hart	1				3									4
Dennis	Johns	3				1									4
Simon	Robson	3				1									4
Keith	Sanders	3				1									4
John	Bell		3												3
Brian	Bailey	3													3
Emma	Flay	3													3
Bill	Foreshew				3										3
Dennis	Greenslade	3													3
David	Heale					3									3
Michael	Leete	3													3
John	Looker	3													3
Ian	Moss	3													3
Colin	Perryman	3													3
John	Summerhayes					3									3
Mark	Tooth	3													3
Simon	Woodall	3													3
Adrian	Linnecor		2												2
Nigel	Allen			1			1								2
David	Bache	1				1									2
Chris	Bale	1				1									2
David	Thompson	1				1									2

WHEELSPIN LEAGUE															
		Exeter	Clee Hills	Exmoor	Torbay	Lands End	Kylie Trophy	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total
Roger Alun	Ugalde Lewis		1		2										2
Anthony Neil	Andrew Bray	1													1
Andrew John	Brown Cox	1				1									1
Peter John	Evans Ludford	1													1
Hazel David	MacDonald Miller	1													1
John Mike	Parsons Pearson	1													1
Robin Mark	Preedy Rosten	1				1									1
John Jim	Sargeant Scott					1									1
Tony Adrian	Squires Tucker-Peake	1													1
David Neal	Turner Vile					1									1
Keith Michael	Vipond Warnes	1													1
Martin	Wyatt	1													1

POUNCY LEAGUE														
		Exeter	Exmoor	End to End	Lands End	Kylie	Taw & Torridge	Edinburgh	200 Trial	Exmoor Clouds	Tamar	Hardy	Westcott	Total
Dave	Mason	5	8.24		5	15.07								33.31
Buster	Griffin		7.27			11.07								18.34
Michael	Wadsworth		1.24			15.01								16.25
Thomas	Beckerleg		15.01		1									16.01
Chris	Lidstone		15.24											15.24
William	Hannant	5				10.07								15.07
Ray	Gerring		12.24											12.24
Derek	Legg					12.07								12.07
Keith	Lee		8.08											8.08
Richard	Dawe	5			3									8.00
Trevor	Hughes	3			5									8.00
Richard	Lidstone		5.24											5.24
Mike	Robinson	3			1									4.00
Ashley	Hanley	1			1									2.00

NAVIGATORS LEAGUE															
		Exeter	Clee Hills	Exmoor	Torbay	Lands End	Kylie Trophy	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total
Judy	Phillips	1	11.0	11.0	9.0	3	9.0								44.0
Chantal	Greenslade	3	8.6	10.4	8.0	3	8.8								41.8
Antonia	Dommett	5		10.0	9.9	3	10.8								38.7
Hazel	MacDonald		9.6	9.4	9.0		4.8								32.8
Ken	Martin	3	9.5		8.5	3	7.4								31.4
Julia	Bricknell	1	9.8		6.9	3	8.8								29.5
Jenny	Vowden	5		11.0		5									21.0
Brian	Andrew	1		9.3	10.5										20.8
Aaron	Haizelden			10.3			10.3								20.6
Sue	Ludford	1	9.4				8.3								18.7
Darren	Baker	3			10.0	5									18.0
Tricia	Greenslade	3	10.2			3									16.2
Donny	Allen			7.0			7.8								14.8
Paul	Gregory		5.6				6.8								12.4
John	Radford			9.0	2.0										11.0
Matt	Robson	3				1	5.8								9.8
Samantha	Ludler	3	6.5												9.5
Anne	Whellock				9.3										9.3
June	Sargeant		7.5			1									8.5
Andrew	Allaway				6.5										6.5
Thomas	Pellow		4.0												4.0
Chris	Phillips	1				3									4.0
Cedric	Lewis	1		2.0											3.0

TEAM LEAGUE															
				Exeter	Clee Hills	Exmoor	Torbay	Lands End	Kylie Trophy	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen
															Camel
VW Del Trac	David	Haizelden	5			10.3	10.5	5	10.3						
	Julian	Dommett	5			10.0	9.9	3	10.6						
	Adrian	Dommett	1			11.0	9.0		9.0						
															Total
															41.1
															40.7
															33.0
															114.8
Burnt Mud	Giles	Greenslade				10.4	8.0		8.8						
	Nigel	Allen				10.3	9.5		10.4						
	Roger	Bricknell				8.0	6.9		8.8						
															Total
															27.2
															30.2
															23.7
															81.1
The New Falconers	Neil	Bray	1						10.8						
	Michael	Leete	3						7.8						
	Simon	Robson	3						5.6						
															Total
															11.8
															10.8
															8.8
															22.4
The Constructors	Richard	Peck													
	John	Looker													
	Keith	Vipond													
															Total
															0.0
															0.0
															0.0
															0.0
Norfolk & Grip	Tony	Rothin													
	Simon	Woodall													
	Adrian	Marfell													
															Total
															0.0
															0.0
															0.0
															0.0
The Loose Cannons	Andrew	Green													
	Andrew W	Green													
															Total
															0.0

FORTHCOMING EVENTS

11th July	Testing Trial	MCC	Non ACTC
12th Sep	Taw & Torridge	Holsworthy	Champ - Cars/MCs
1st Oct	Edinburgh	MCC	Champ - Cars/MCs
9th Oct	200 Trial	Pathfinders	Champ - MCs
9th Oct	Ebworth	Stroud	ACTC Invite
17th Oct	Exmoor Clouds	Minehead	Champ - Cars/MCs
24th Oct	Tamar	Launceston	Champ - Cars/MCs
7th Nov	Bodmin	Camel Vale	Non ACTC
21st Nov	Hardy	Woolbridge	Champ - Cars/MCs
28th Nov	Allen	Bristol	Champ - Cars
28th Nov	Neil Westcott	Exmoor MC	Champ - MCs
5th Dec	Camel Classic	Camel Vale	Champ - Cars



The Fack Trials Differential

A bolt in conversion for Escort & BMC 'A' Series axles

Now well known in classic trials as well as sporting trials where it originated, this unit has solve the diff problem for those cars using Escort or BMC 'A' series axles. Made entirely of racing quality materials, it has four star wheels, instead of two in the standard differential, and all moving parts run on roller bearings. No production components are used, and the superb new casing is machined from solid high grade steel.

It is not cheap at £405 but what price can you put on having the confidence that your differential will not let you down ? Your results are bound to improve when you can "attack" the hills without worrying, and still be able to drive home after the event !

I have a few Escort & BMC units in stock (January 1999)

Julian Fack, Orchard Farm, Shareshill, Wolverhampton WV10 7LE
Or leave a message on 01426 954208 at any time